

LOG OF THE SAILING SHIP
"VIGILANT"
CAPT. SAMUEL SWAIN
OCT. 1831 - AUG. 1835

EXTRACTS

Mentioning SHIPS & PLACES

Nancy Foote 1976
- from my photocopy.

Recopied May 1984
(Descendant of Samuel Swain's
third son, Edward Plant Swain
to Sydney in 1864.

(Original in the possession of Ron Swain,
Canberra, descendant of Samuel Swain's
third son, Thomas Richardson Swain.
Photocopy in the Australian National
Library, Canberra, A.C.T.)

Thomas Richardson Swain remained in London
but one of his sons, Harry Swain, came to Sydney
in 1890.

N.B.

All writing in BRACKETS & CAPITAL LETTERS
& UNDERLINING did not appear in the
original and has been added for clarity.

M.F.

S1

'of' = off

S1

2

1831

Oct. 19	Lat Obs	50. 15 N	Long
20		49. 54 N	
21		49. 9 N	5. 17
22		49. 20 N	
23			
	30	49. 6 N	5. 15
	31	49. 23 N	6. 0 W
Nov. 1		49. 49 N	7. ?
2		48. 23 N	8. 23 W
3		47. 23 N	8. 56 W
4		46. 9 N	9. 18 W
5		46. 29 N	10. 5 W
Sun. 6		45. 54 N	9. 58 30 W
7		45. 51 N	11. 19 W
8		44. 44 N	13. 3 W
9		42. 27 N	14. W
10		38. 47 N	15. 20 W
11		35. 30 N	17. 25 W
12		32. 49 N	18. 13 W
Sun. 13		31. 9 N	20. 11 W
14		30. 8 N	22. 11 W

CAPE VERDE ISLANDS

PORT PRAYA BAY (now PRAIA, 1975)

Bark WAVE from London to Van Diemens
Land

SIR CHARLES PRICE

Tuesday	Lat. by DR	Lat. by DR 29. 18 N	Long ^{by DR}
Nov. 15		29. 18 N	22. 37 W
16		28. 41 N	21. 5 W
17		26. 57 N	21. 42 W
18		25. 30 N	21. 56 W
19		23. 57 N	22. 27 W
20		21. 11 N	22. 19 W
21		18. 4 N	23. 8 W

		(Bark WAVE from London)	
3		SIR CHARLES PRICE	
		Bark FAME of London. Captn THOMAS	
	22	16.21 N	23.45 W
	23	14.52 N	
	24	At 2 set the North Point of St. Jago - at noon the East point of Port Praya	
Thurs.	24	1 PM Anchored in Port Praya Bay 2 Brigs laying at Anchor	
	25	This afternoon the Bark WAVE from London came into port.	
	25	SIR CHARLES PRICE came to Anchor in the Bay 2 Brigs came to Anchor are English and one American.	
Sat.	26	WAVE left for Van Diemens Land	
Sun.	27		SU
	28	Ship adrift 'Anchors being foul' At 11 went on shore at the Town to settle my account with the people employed in small jobs. At noon the ship headed off - - -	
Tues.	29	Ship laying headed off shore at 5 I went on board the SIR CHARLES PRICE with a Boat load of Plantain stalks at 10 made sail in company with the Sir Charles Price.	
		(Bark FAME of London Captn THOMAS)	
		bound for Mauritius	
Nov.	30	Lat Obsd 11.56 N Longd 21.54 W	
Thurs. Dec 1	1	9.29 N	20.34 W
	2	7.8 N	19.18 W
	3	6.33 N	18.50 W
Sun.	4	5.25 N	18.48 W
	5	4.34 N	19.3 W
	6	3.23 N	20.11 W
	7	1.33 N	21.32 W
	8	At half past 1. Spoke the Bark FAME of London Thomas commander bound to the Mauritius	
		00.27 S	23.36 W
			Thu

(COURIER of New Bedford, Capt. J. BARNARD)
Isle of TRISTAN DE CUNA 4

9	Lat 2.34S	Long ^a 25.49W
10	5.00S	27.58W
11	7.44S	28.52W by Anon
12	10.50S	28.56W Chr ²
13	13.24S	29.16W
14	15.51S	28.20W
15	18.45S	28.26W

Passed a Brig bound to the Northwest
16 21.45S Long^a from Trinidad
28.47W

17 24.14S 28.41W
Sun. 18 26.40S 28.10W

19 All sail set headed to the southward
at daylight saw a ship to leeward however
bound bore up and steer'd for her.
at 7 am spoke the COURIER of New Bedford
J. Barnard master with 330 Tuns of oil
went on board her and saved Letters for London

20	28.25S	28.10W
21	29.25S	27.49W
22	30.40S	26.44W by DR
	31.2S	22.49W

23 passed the ship that was ahead
31.54S 19.39.30W

24	33.19S	16.39W
Sun. 25 Dec.	35.27S	12.49W
27	At 7 PM saw the Isle of Tristan De Cuna SW by distance 18 or 20 leagues at 7.30 saw a Brig headed to the Southward	
	36.52S	9.57W

28 At 4 PM passed a ship
at 6 am. passed another ship under short sail

Thurs. 29	37.56S	6.44W
	38.42S	3.6W

At 10 am pass'd an American black whaler

(DRYADA from London, CHIEFTAIN)
2 an American black whaler

5

Boiling out oil at half past saw a ship to NW
headed S $^{\circ}$

30. 39.27S 1.44E
31. 39.9S 6.23E

S $^{\circ}$

Sun. 1 January 1832

38.46S 8.37E

2. 39.00S 10.15E

3. passed a whaler steering same course
spoke the DRYADA from London bound
to New Zealand the other ship astern
supposed it the CHIEFTAIN

39.34S 14.10E

4. at 6 PM lost sight of the DRYADA astern

39.57S 19.20E

5. 39.27S 23.38E



1 Friday Lost two lines 2 Harpoons two spades
6th 1832 broke one and one Harpoon

39.00S 24.30E

7. 38.25S 25.00E

Sun. 8. 38.45S 26.40E

9. 39.14S 29.30E

10. 39.21S 34.58E

11. 39.12S 38.33E

12. 39.22S 43.26E

13. 39.45S 48.25E

14. 39.56S 51.8E

S $^{\circ}$

Sun. 15. Ship headed SE.

John Blots John Ryan Andrew Shoemaker
James Thomas Wm Turpin
(Green Hands and Boys)

38.57S 50.14E

16. 39.38S 51.20E

S $^{\circ}$

A ship in sight astern steering same course
lost sight of ship astern

17. 39.34S 55.54E

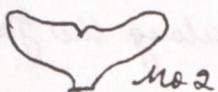
18. 39.44S 60.1E

19. 39.13S 64.25E

S $^{\circ}$

(Island of ST PAULS)

6

	Saw a ship steering the same course		
20	38.43S	69.0E	
Sat	21	Variable winds (and) fine weather	
	All sail set	Course E S.E. 1/2 S	
	38.44	72.32E	
	22	38.44S	77.30E
	23	Saw Island of St. Pauls bearing NE 3 or 4 leagues run round the SE point & worked up abreast of the basin order'd 2 Boats to be got ready for fishing and if John Alex ^r Robertson or Robinson Cruel as he stiled himself wish'd to go he had my permission he accordingly brought up his things	37.44S 81.15E
		(See Log Monday 23rd January 1832)	
		- Indian Ocean mid-way between South Africa and Australia, Fr.	
24	36.13S	84.27E	
	25	34.52S	88.20E
	26	34.6S	90.47E
	27	All sail set	Course East
		33.26S	94.5E
	28	32.54S	96.23E
Sun.	29	32.21S	96.24.30E
	30	Course E by N	
		32.9S	98.1E
	31	Set course E	
		31.55S	98.54E
Feb.	1	 No. 2	
	2	31.28S	100.00E
	3	30.55S	100.30E
	4	29.22S	103.11E
Sun.	5	27.27S	103.29E
	6	25.38S	105.30E
	7	23.52S	107.18.45E
	8	All sail set headed from NE to ENE	
		22.12S	109.44.15E

7	(JAVA)		
9	20.22S	112.6E	
	(Off Western Australia NW of N.W. Cape)		
10	19.9S	113.6E	
11	17.9S	114.00E	
12	fast and drew	4	
	Saw a shoal of Sperm Whales at halfpast (5PM) lower'd fasten'd to three and kill'd two		
	16.30S	114.44E	Sat.
Mon. 13	16.7S	114.20E	Su.
14	Course NE to N		
	14.50S	114.40E	
15	13.25S	115.00E	
16	13.7S	115.10E	
17	Fine 1/2 PM all sail set headed to the westward		
	12.37S	114.57E	
18	12.7S	115.00E	
	Steer'd NNE		
Sun. 19	11.5S	115.5.45E	
	Porpoises and Loco Fish seen		
20	9.53S	115.10E	S
21	Fine 1/2 PM ship headed N to NNW at daylight all sail set at 11am saw JAVA HEAD NE Loco Fish & Porpoises seen		
	8.51S	Chr. ^{on} 114.90E	
		Lunar 113.31E	
22	NE Java in sight 8.40S	114.00E	
	Steering to the Eastward along the Java shore		
			?
23	Set all sail and steer'd NE by E the East point of Java ahead 10 or 12 leagues		
	8.57S	Chr. ^{on} 116.12E	
		Lunar 114.26E	
24	6 PM the East point of Java bearing NW 40.5 leagues Set all sail & steer'd to the Eastward two Prows in sight at 10am and hoisted Dutch Colours		

(BALLY - now BALI)

8

at 11a canoe came along side from one of them with his papers in Dutch not understanding who he wanted and seeing whalers to leeward started for them and ordered the canoe away from the ship they seemed unwilling to leave the ship

Sat. 25  5 Moon Bally in sight to the Northward.

9-27S Chr. 117.20E

by bally 115.40E

Sun. 26 wore ship to the SE the Peak of Bally bearing North

10.9S 116.45E

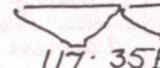
27 11.19S 117.30E

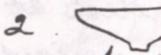
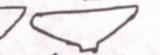
28 11.50S 117.00E

29 12.15S 117.18E

(Leap year)

1 March  6

 10

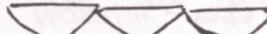
2   12.33S

117.35E

3 Ship headed to the Eastward

12.19S 117.30E

Sun. 4 12.16S 117.40E

5    16

6 12.50S 117.30E

7 12.49S 117.22E

8 12.43S Chr. 117.47E

Lunar 117.6E

9 Ship headed to the Eastward  17

10 at 3PM killed the whale

12.21S 118.00E

Sun. 11 12.48S 118.30E

12 13.49S 119.55E

13 12.56S 121.12E

14 11.57S 121.5E

15 headed North ~ NNE

at 8 saw Rocky Isle bearing NNW

at 9 saw Savu Isle bearing N to NE

10.49S

ues

16 at 6PM shorter & sail the East point of Liao Isle

9

(COPANG BAY)

FLORES ISLE, SAVU ISLE &
ROCKY ISLE, LEMAS ISLE

bearing NW 3 leagues

9.51S

17 at 2 PM saw the East point of FLORES ISLE
bearing N at 60°
No Obs^{tr}18 heavy rain at PM filling oaks with water
Ship to the Southward
am the Land in sight to the Northward 8 or 9
leagues19 am set all sail working up to COPANG BAY
two praus in sight
9.33S20 The East point of LEMAS ISLE S by W 8 or 9
leagues distance went on shore at
COPANG to inform myself about refreshment
raining all the time I landed at
COPANG TOWN and was politely received21 at 5 PM left Copang steer'd to NNS
I am saw a sail ahead22 Bark ahead at 4PM I went on board
board the AMELIA WILSON Com² WILSON
steering up for ? NUTRANNA TOWN
9.14SAt
Su23 steering in for SUTRANNA TOWN
at 3 PM Capt Wilson & myself went on shore
to examine the place decided to stay
the night at the Kings House
vigilant off after a while
At noon three canoes came along side
with Foul's onions Fruit &c for the purpose
of trading for Muskets and Powder locks
when the oaks was open'd for musket locks
there was three short and one broke

Sat March

24 the Bark in company running along shore
to NE at mouth of Lesso Village

Su

Sun. 25 all sail set headed towards BATTAGADA

(Bark AMELIA WILSON - Capt^u WILSON)
Ship RANGER - Capt^u GARBUTT
American Bark - Capt^u BARNARD

10

the AMELIA in Company sent by Capt^u Wilson
50 Musket Locks for sale
at 3^m saw Attapipo Town to ENE
10PM parted company wth Bark 5 Leagues
to the NW

26 All sail set running to Battagada
at 7PM came to Anchor in 25 fathoms
27 took a Buffalo on board & sail in sight
to the NW steering in
28 At 1PM Capt^u GARBUTT Ship RANGER came to
Anchor in the Bay 29 mouthed out 2300 lbs oil
to break and Cooper
29 men employ^d as yesterday
30th 10AM Capt^u Garbutt called me on board to
survey the Rangers Hollow Creek which I found
broken down
31 employ^d bending the Sails getting of Stock
and clear for sea

April 1832

Sun. 1st All ready for sea at 6am weighed the
anchor and steer^d for Copang
2 At noon PANTA ISLE bearing NNE
3 At noon BATTO ROCK bearing SE 5 or 6 leagues
Lat Obs 8.58 S
4 9.29 S
5 9.48 S
6 At noon LEMOS ISLE bearing SE by S
6 At 6PM Anchored in COPANG BAY about
one mile from the shore
the AMELIA WILSON and several small Craft
in the Bay
7 Capt^u Wilson came on board and settled
for all the Musket Locks that he took from
me. Several men and myself down
with a Fever
Sun. 8 an American Bark came to anchor with
200 lbs oil BARNARD Master

11

(BROTHERS - Capt'n GIBSON)

9 Capt'n Barnard & Capt'n Silve a Portuguese came on board to see me as I am very ill.

M.

10 myself very ill

11

12 Painting the Ships Hull
several days with the Fever

Fri April

13

14

Sun. 15 the American Bark left the Bay for Japan
2 am Charles May died

10 am the burial service was Read over the deceased sent two Boats and buried him on Sandy Island at the Mouth of the Bay.

16

17 James Horner died

18 Read the burial service over the deceased and a Boat to bury him on Sandy Island

19 Watering the ship

20 am I found myself able to go on shore

21 employ'd getting wood and water

22 am I went on shore again

23 am the BROTHERS Capt'n GIBSON came into the Bay Clean Ship

24 7 pm Capt'n Gibson went on board and left the Bay

25 loading and watering

26 myself getting better slowly

27

28

28 weighed the Anchor and left the Bay
myself very ill

Sun. 29 Ship cruising of Sandy Island
nothing seen

30 Cruising of Sandy Island

(MARQUIS OF LANSDOWN - Capt'n PLANT)
WILDMAN - Capt'n BARNEY
Ship ELIZABETH - Capt'n MADDISON

12

May 1 Cruising of Sandy Island
nothing seen

2 a ship in sight
steer'd for her when dark hoisted a light
but no answer was returned
myself being very ill
(Mr. Wildman formerly on the SISTERS Capt'n DUKE)

3 at noon close in Flat Point
(WILDMAN - Capt'n BARNEY -----)

4 am a sail in sight upon the lee Bow
supposing it the MARQUIS OF LANSDOWN
steer'd for her

5 endeavour'd to speak the stranger
an ship close in shore

6 9am I hoisted an Ensign and Capt'n GARBUTT
came on board he inform'd me that
Capt'n PLANT had gone to COPANG to look for me
Capt'n Garbutt return'd and I made all sail
for Copang
(Capt'n Plant was Capt'n Evans's brother-in-law)

18

7 at 5 PM - Ship and Spoke the stranger
proved the ELIZABETH Capt'n MADDISON
with his Family and bound to Bengal
Sent a boat for my letters

8 myself being very ill
at 11 am see the Island of Lava (Savu)
ahead

9 steering to the Westward
Luf'd to the Northward for the straits
of Sandalwood

10 myself hardly able to move
steer'd for the Marquis of Lansdown
Capt'n PLANT came on board inform'd me
that he had got 200 Tons of Oil

11 Ship in Sandalwood Straits put the Letters and some Money on board of the Marquis of Lansdown for home

15

sc

12 Capt'n PLANT came on board give him one coil of 2 1/2 inch Rope for two dozen Harpoons give him 20 yds of canvas and steer'd of to SSW at 8 am the MARQUIS OF LANSDOWN among whales drove Boats for them and fasten'd to one and the Harpoon drew

Sun. 13

19

14

15 Ship to windward.

=

16 Ship to windward myself very ill

17 Ship headed to SE

18 Ship headed to the SEwd.

myself remaining ill

19 The Marquis of Lansdown in sight
myself ill

20 The Marquis in company

21 headed to the Southward myself ill

22 Marquis of Lansdown in company

23 headed to the S Ewd Do ship no sight

24 Ship in sight myself ill

25 Ship headed to the S Ewd

26 " " " " Southward

the Marquis of Lansdown in company

myself ill nothing seen

Sun. 27 Squalls of rain

28 Marquis of Lansdown to leeward

myself getting better slowly

No observations

29

30 the Marquis of Lansdown headed to the SW
Lat 17.000

31 Ship headed to the N Ewd

(ELIZABETH - Captⁿ MADISON)
TIMOR in sight

14

1st June under Storm Sails

2 Ship headed to ENE nothing seen

Sun. 3 myself little better

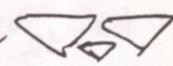
4 Ship headed to the N Ewd

5

6 headed to the N Ewd

7 ENE

8 myself remaining poorly

9 ENE saw Saddlewood Island ahead 

steered for the island

at 7am saw a sail to SSW

Sun. 10 at 7:30 the stranger lower'd his Boats

ELIZABETH Captⁿ MADISON in company

steered for the straits

NW point of the Island bearing SSW

11 the Elizabeth to leeward

12 working through the STRAITS from shore to shore

13 Lat 9.13 S

14 working through the straits along the shore
of FLORES ISLAND Lat 9.11 S

15 working to the Ewd along the south side of
Lat 9.9 S

16 working to the Ewd south side of Flores
Lat 9.13 S

Sun. 17 Lat 9.15 S

18 headed from E to SSE at 5PM lost sight
of Flores Mounts TIMOR in sight to SE

Lat 9.5 S

19 working up to the Bay at 5:30PM close in
with the NE point of LEMAA ISLE give orders
to the Mate not to allow any Boat to
come along side as Captⁿ Madison had
inform^d me that they were going to stop
the ship first opportunity I went on shore
get a little refreshment & collect a debt for
Muskers called upon the Commissary at the
Custom House

(NEW ROGESTER - Capt'n PRICE)
RANGER - Capt'n GARBUTT

Mr. Rogers came to me and told me they
were going to stop the ship
I was taken very ill on shore
20 that night came on board and
sailed out of the Bay

JO
S

Lat 9. 14 S

21 working to the Ewd along the North
Shore of TIMOR ISLAND
Spoke the NEW ROGESTER Capt'n PRICE
22 Steaming to the Ewd the Register in
company Ship of Cufsy Lower
Rogester in Company
at 2 PM Capt'n Price & myself went on shore
trading at BATTAGODA
at 6 am saw a strange ship proved the
RANGER soon homeward bound
I give one of the bills to Capt'n GARBUTT
to draw the 1400 rupees at Dapang

Sun. 24 10° Ships in Company 10 PM parted Company
& set all sail working to the Ewd
am off POINT MOBANA and 10° Ships in sight
to the Westward at noon spoke a prow

25 I down with a fourth Boat although I
was very ill fastened whale

26 at 9 heavy rain

POINT MOBANA bearing East

F

Lat 08° 57' South

27 Working to the Ewd

S.

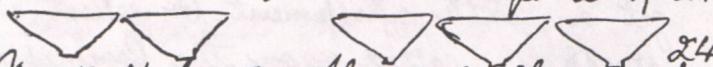
a strong current setting to the westward
at Moon BATTAGODA bearing SE

8. 58 S

28 Steaming for POINT MOBARRA

At 8 am found I could not get to the Ewd
of the Point on account of the current

Steered over to the East point of OMBY ISLE

29  Course N by E Shoal of whale 24 fastened and

(Small French Brig)

16

killed Five at 6 PM PANTA ISLE bearing NW
Four men and myself remaining in

30 Ship headed headed to the Ewd

July 1932

Sun. 1 Lat^d 8. 27S

2 Steering to the Ewd South side of Ambry Isle
distance from 2 to 10 miles

3 Steer'd for CAMPING ISLAND

at 2 am passed the North point of D^o Isle

Lat 7. 33S

4 Steer'd N at 7 am Steer'd NE nothing seen

5 7 am saw the South part of COURA ISLAND

6 bearing from ENE to North distance 5 or 6 League

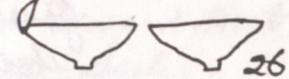
7 At noon TOOLA BESSY ISLES bearing NW

5 or 6 Leagues

Sun. 8 At daylight OBY MINOR ISLE bearing ESE

9 Killed

Great number of Fimbaek seen



10 At noon TYPY ISLE bearing E one League

Lat 1. 9 S

it 11 At sun set BARNEVELT ISLE bearing N 3 or 4 leagues
headed to the Westward

12 several large Whales steer'd for them
LATTA LATTA ISLES bearing NNE 5 or 6 Leagues

Lat 00. 27S

Friday 13  4 PM took him in tow

At moon D^o ISLES SSE 5 or 6 Leagues

14 Let 00. 7 S Latte Latte Isles to the SE

Sun. 15 At moon TAWALLA ISLE SE dist 3 or 4 Leagues

16 LITTLE TAWALLA ISLE

passed between the GRARICHAS and LITTLE TAWALLA
Isles I saw the Bottom under the ship
apparently 10 fathoms

passed the ISLE OF MANKIAN and steer'd NW by E

At moon TERNATE ISLE NE by E 5 or 6 Leagues

17 passed a small French Brig

At moon the ISLE OF MEY O bearing WNW

Low Fish and Porpoises seen Augt
Lat 1.6 N

18. At Moon TERNATE bearing SE
Lat 1.30 N

19. At 8 am Steered ENE
Ternate Isle at NE 6 or 8 Leagues at Moon

20. Working into TERNATE BAY between Ternate
and LIDORE ISLES
very heavy Squall
frightened to let go the Anchor for fear the
Ship would drift

SUN. 22 At 3PM went on Shore to enquire the
Port Regulations and the best place to anchor.
At 10 Anchored the ship for the purpose of
refreshing for long cruise myself still poorly.

23. Myself obliged to petition in form to the
Governor for to Wood and water and
refreshments

Ship ROYALIST at Anchor

24. got permission to water and send the
Natives for wood no person allowed to
come on board

25. employed the natives and hired a
Prow for Wooding

26. People employ'd Watering &c

27. Showers of rain people employ'd watering

28. No person allowed to come on board
or to sell anything only by Auction to
pay the ships expences

SUN. 29. People on Liberty (in MOLUCCA PASSAGE)

30. People employ'd getting on board Water
and Stowing Do away in hold

31. Squall struck the ship
Ship still drifting when I got on board
myself on the Fore Castle doing a
Chief Officers duty and not well

August 1832

1 8 Anchored in the Roads 15 fathoms water

2 Took on Shore two small casks of trade

3 the Prow came along side with Wood

4 Watch on liberty

Sun. 5 " " "

6 " " "

7 the Sale of the ROYALIST Stores continued
could not get my accounts settled

8 Watch on liberty
myself settling Accts.

9

10 Watch on liberty

11 Myself settling Government accounts

ly. Sun. 12 Watch on liberty

13 Shipped Three Hands
Charles Burgess Sam^l Dick and Edward Hart

14 Weighed the Anchor and made Sail
I am made Sail in company with the
Brig HOPE Working to the Southward.
At 10 am the ISLE OF TIDORE
Took a boat and went to take the bearings
of two shoals

15 Working through the STRAITS OF PLATENTIA
in company with the Brig HOPE having
been informed by the Captⁿ and owner
that he had seen a great number of
Whales at the South entrance
at noon close in with the West shore
of GILLOLO ISLE Brig in company

16 At 6 am entered the STRAITS OF PLATENTIA
Went on Shore at LARG ISLE in purpose of
Fruit and Coco Nuts did not get any

17 Working through the Straits Brig in company
in Middle of the Straits BATIK ISLE bearing
SW 8 miles at noon D^o Point west
Schooner in sight

(PAPUA & THE EQUATOR)

18 Brig in company
at 6am East point of OBY MAJOR
Lat 1° 1'

19 Ship headed to the SE. Brig in company
at 6 PM the North point of POGASSES ISLE
SE 1/2 E at 11 parted with the Brig and
steer'd ESE at noon BUTTON ISLAND bearing
Sly'W 10 or 11 leagues Finbacks seen but
nothing like Sperm Whales

20 course NNE at Daylight OABY ISLE N by E
a few flying showers of Rain
Lat 00. 25N

21 at 6PM the NE part of GILLOLO ISLE bearing
NNW 1/2 W steer'd North
at 9am FISHERS ISLE W by S 3 or 4 miles
No observation
Lat Obs'd 1.32N

22 At 10am saw PAPUA ISLE bearing South
Lat 00.41N

23 Ship headed to NE at 8 tacked to SSE
At 5am PAPUA ISLE to the Southward

Sun. 25 At 6am Papua Isle S 1/2 W 10 or 12 leagues
working ship to the Ewd

26 At noon MYSORY ISLE South
SHIP UPON THE EQUATOR
Blackfish and porpoises seen
working to the Ewd

27 At 6am the East point of MYSORY ISLE
bearing SSW distance 11 leagues

28 Several shoals of whales seen

28. Distance of Mysory 2 or 3 Leagues

29 At 6am West point of Mysory Isle SSW
At 10 just like the appearance of the water
to the Southward steer'd to the Northern

30 At 6am the west point of Mysory SW
distance 4 or 5 leagues Moon thick Mr.

September

1. Course S to SSE

at noon EAST TRACTOR ISLE SSW 5 or 6 leagues
Lat 1.6S

Sun. 2 made sail as necessary
course from S to E

at 6 PM EASTERN TRAITORS bearing S 3 or 4 League

3 Nothing seen

4 NEW GUINEA ISLE to SSW

5 Lat Obs 1.40S

6 working to the Ewd
00.95

7 00.29S

8 00.29S

9 no observation

10 Lat. 1.2N Long 147.36 45E

11 Lat 1.22N

12 00.36N

13 Ship working to the Ewd

14 all sail set headed ESE

at 6 am saw MATTHIAS ISLE bearing S by E

Course SSE at 9 am saw Bark ahead

at noon spoke Dr LLOYDS Captⁿ HOW hailing
900 lbs oil Two years out

East point of Dr Isle S by E 4 or 5 Leagues

nothing seen

15    31

Sun. 16 Lat 1.40S

17 Working to the SE the LLOYDS in company
NEW HANOVER to the southward

Lat 1.58S

18 Lloyds in company

steered for Dr NEW HANOVER ISLE bearing
4 or 5 leagues the Bark

19    34

Bark in sight to windward
New Hanover WSW 5 or 6 Leagues

21

(NEW IRELAND)

20 Lat 2.20S the Bark to the SE

21 At noon close in to the shore of
NEW IRELAND
Lat 2.24S

22

23 These 24 hours variable winds and calms
Lat 2.18S

24. At noon GARDENERS ISLE SE by E
New Ireland 4 or 5 leagues

25. Close in the NEW IRELAND Shore
At noon Gardeners Isle to the Ewd

26. saw a large whale lowered and went
myself At noon Gardeners Isle East
4 or 5 Leagues

27. At noon Gardeners Isle East 5 leagues

28. Gardeners Isle to the Ewd and New Ireland
to the Westward

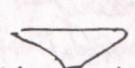
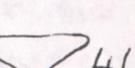
29.  35 Large whale close to the ship
down Boats fastened and killed
Gardeners Isle NE 4 Leagues

30. Gardeners Isle NE
New Ireland SW
Several canoes came along bringing Coco-nuts
Taro Bannannafs

October 1832

1 Several canoes came to the ship bringing
Fruit &c.

2 At noon ship between Gardeners Isle
and New Ireland

3     41
At half past 3 saw whales
lowered in chase of them fastened and
killed 6
Lost 2 Harpoons and one Lance broke

4 got one Boat Stove

4  42

5 Killed the whale at midnight took the whale alongside
hove up ship between Gardeners Isle and
New Ireland

6 Saw a shoal of whales in shore
took chase to them myself at noon still
in chase. Ship between the Islands.

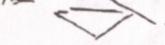
7  44
Ship between Gardeners and New Ireland

8 Ship to the Southward of Gardeners 3 Leagues

9 Steaming to the Westward along NEW IRELAND
Shore at noon Gardeners Isle to the
North 3 Leagues

10 At noon Gardeners Isle to the NW
nothing sun

11 At noon Gardeners Isle to the NE
dist of New Ireland Shore 2 or 3 miles

12  returned without success
Ship between Gardeners and New Ireland
a great number of canoes came along side
bringing Yams Taro Bananas Plantains
mangos and Coco Nuts
between Gardeners and New Ireland

Sun. 14 Several canoes came along side bringing
Yams and Fruit nothing sun
at noon distance of the New Ireland Shore
2 to 6 miles

15 Steaming NW NI 5-6 miles

16 working ship to the South End
at noon Gardeners Isle to the End 10 miles

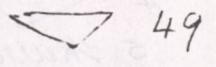
17 At noon between the Islands

18 Working to ESE wd

19

20  45 At noon New Ireland to the W
3 or 4 miles

23

(Bark NOORMA - Capt'n TABOR
BROTHERS - Capt'n GIBSON)Sun. 21 at noon ORAISONS ISLE bearing East
3 or 4 Leagues22  49 

Kil. d 4

Oraisons Isle ESE 3 or 4 Leagues

23 Spoke the Bark NOORMA Capt'n TABOR
of London3 months from Sydney - no oil
exchanged some goods with Capt'n Tabor
for a flag

24 Steering NW the Bark to SE

DAY ISLE, NE and NEW IRELAND shore

4 or 5 miles distance

25 At noon DAYS ISLE N the Bark in sight

26 the Bark in sight

Steering NW along the New Ireland shore

27 At noon Days Isle ESE

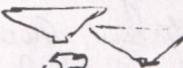
Sun. 28 DAYS ISLE ESE and

DENNIS' ISLE NNW Bark WNW  5029 At noon Pass'd between VISKERS ISLE
and GARDNERS

a Bark to SE

30 a Bark in sight

GARDNERS ISLAND ESE 4 or 5 Leagues

31 Steering various courses along the
NEW IRELAND shore  52

November

1 At noon New Ireland shore 2 or 3 Leagues

2 working to ESE

At noon New Ireland shore 2 or 3 Leagues

3 At noon NEW HANOVER NSW

Sun. 4 At noon Sail to SE and Gardner's Isle
ESE 3 or 4 Leagues

5 a Bark ahead

At 10am spoke the BROTHERS GIBSON

700 barrels and reporting the JAPAN ship's badly
at noon abreast of ORAISONS ISLE

6 At noon abreast Orisons Isle

7 Ship under short sail

BROTHERS and NDORMAHUL in company

Blowing strong ship laying her lee gunwale
under and not going ahead much

the Brothers going ahead and to windward very
fast and going upon her Bottom not on
her side same as the VIGILANT

8 ORAISONS ISLE N 3 or 4 miles

Lat 4.12 S

9. Cruising between NEW IRELAND and ORAISONS ISLE

10 At 3PM Spoke the AMELIA WILSON

700 barrels of oil

Sun. 11 Working ship to SE AMELIA astern

at 6AM CAPE ST GEORGE on NEW IRELAND W by N

Lat 5.12 S

12 headed to the Ewd

at 3 PM passed a Bark another ahead and one
to leeward at 4PM spoke the BROTHERS Captⁿ GIBSON

at 6 shorten sail to BOUKA ISLE bearing E

at daylight set all sail running of BOUKA

BROTHERS in company two Barks to windward

13 4PM Spoke the CADMUS Captⁿ SNOWDON 22 months
from London hauling 900 barrels of Oil

Sold a Cash Hog fees to Captⁿ Gibson and
to return a Cash as soon as convenient

At daylight set all sail in company with
the BROTHERS the CADMUS to windward

At noon dist of BOUKA shore 5 or 6 Leagues

14 Moon Bouka ENE Captⁿ Gibson has not
returned the Cash it being a 70 gall

15 At 6PM saw two Barks to windward
at noon no land in sight

Lat 6.54 S

16 headed ENE am a sail in sight

(ASHING - Capt^u HARWOOD)
Bark POCKLINGTON from Sydney.

At noon TREASURY ISLE ESE

Lat 7.12S

17 a Sail in sight at noon spoke the Bark
ALBION 17 months from Sydney 1200 barrels oil
Treasury Island SE 6 or 8 Leagues

Sun. 18 Working Ship to the Southward 10^o Bark
in sight to leeward

At noon Treasury Isle E by N 6 or 7 Leagues
Lat 7.9S

19 course E passed to the southward of Treasury
Isle 3 or 4 miles dist

at daylight made sail CAPE ALLEN on
NEW GEORGIA ISLE bearing ESE 3 or 4 Leagues
a Ship and Brig in sight to windward
At noon Cape Allen E by S 2 or 3 Leagues

20 Strong wind from SSW to SW and a
squall with rain at times working to the
S Ewd PM saw Two Barks one Ship and
a Brig over a Bark in sight to leeward

At noon TREASURY ISLE NW 8 or 10 Leagues

Dec.

21 At 6am the EDDYSTONE ISLE ESE 10 Leagues
Two Sail in sight

22 Ship under moderate sail working to S. Ewd

S

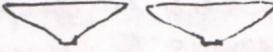
At 8 am saw a shoal of Whales

at 9 lowered at noon the boats in chase
fastened to 4 and hauled 2 . . .

At noon the Boats in chase

a Ship and Two Barks in sight

EDDYSTONE ISLE SE.



54

23 Spoke the ASHING Capt^u HARWOOD
1100 barrels 16 months out and the
Bark POCKLINGTON 6 months from Sydney
300 lbs 1 Ship and 3 Barks and a Brig
in sight

24 All sail set steering Southward

EDDYSTONE to the Northward and the ship to SSW

Sun 25 HAMMONDS ISLE Steer'd for 40° and hove to
until until 6 PM (calm) Steer'd to SE
at noon SW point of Hammonds Isle NW
5 or 6 Leagues the ASHING to the Southward

26 Working to the SE set all sail
the ASHING ahead at Moon CAPE NEPEAN ahead
7 or 8 miles of and the other ship close to them
Lat 9.13S (whales)

27 Set all sail working to S Ewd
Lat 9.26S CAPE PITT NNE

28 At 6am MURRYS ISLE ENE

29 At noon MURRAYS ISLE N
Lat 9.25S

30 Working ship to the SE
At noon CAPE HUNTER ENE
Lat 10.3S

December

1 All sail set working to ESE
CAPE HUNTER ESE
Lat 10.13S

2 Sun. 2 working to SE at 5PM Spoke the LORD RODNEY
Brig 7 months out of Sydney 500 barrels
at noon the Brig NW
Lat 11.13S

3 All sail set working up to RENNELS ISLES
at 1PM saw them to the Ewd
At noon Rennels Isles ENE 10 Leagues
Lat 11.33S

4 Working ship to the Ewd
10° Gals NNE
No observation

5 at 8pm passed close to the West of the
EASTERN RENNELS ISLE
Lat 11.17S

6 Squally and Rain

(Bark PROTEUS - Capt. BROWN)
from Sydney

All sail set working to the Eastward tacking off and on the North shore of Rennels Isle for Whales nothing seen

7 employed painting the ship the black paint being very bad being gilly paint sand and peister mixed together with a little coal dust and lamp black nothing seen

8 Working to the Ewd
At 2pm saw a Bark to windward
at 5 spoke Capt^u BROWN PROTEUS 14 months from Sydney sailing 1600 barrels of oil
CAPE HENSLAW bearing NNE 5 or 6 Leagues painting the ship

Sun. 9 D^o Bark work'd to windward during the night
6 or 8 miles of the VIGILANT this as usual
ship working to leeward
At Moon CAPE HENSLAW NE by E
Lat. 10.13S

10 All sail set working to windward.
Bark in company I am Bark to windward
bad water kept as usual the VIGILANT
that will work to windward three miles
to the PROTEUS two was always usual
miles to leeward in the morning
At Moon CAPE HENSLAW NE by E
Lat 10.13S

11 At 9 am lost sight of the Bark to leeward
At Moon Cape Henslow NE 8 or 10 Leagues
the current setting very strong to the westward

12 working ship to the Ewd
At Moon Cape Henslow NE 10 or 12 Leagues

13 At 7 am Cape Henslow bearing NE 10 or 12
Leagues the current setting very strong
to the westward the Bark in sight
to leeward

14 All sail set headed to the Southward the

Bark to leward signifying being a long dist to leward run darker thinking some accident had happened

Captⁿ BROWN came on board and to my surprise requested me to keep company with him until we passed to the southward of the principal shoals & told him I could not give him a decisive answer as I had not made up my mind which course to pursue at land saw RENNELS ISLES at half past 10 am passed the west point of the Catlin Isle and stood to the southward

Lat. 11. 42 S

ht 15 the Bark astern course S by W to S
near Hazy no observation

Sun. 16 Ship under moderate sail headed to the southward the Bark in company

Lat 14. 45 Long 159. 0E

17 All sail set steering to the west the Bark in company
am employ'd shifting the spars and oil forward for cleaning the ship and painting inside

Lat. 15. 44S Long. 158. E

18 Steering to the southward Bark in company
am painting the hull works green

Lat. 17. 18S Long 15. 20E

(When Captⁿ Brown was on board I perceived that Edw^d 10 Limes cabin boy had got a Drop too much and he could hardly stand when sober I enquired where he got the Liquor he said he had stolen some Brandy I had him punished by the Boys upon his bare bottom)

Lat 17. 13S Long 158. 20E

Ship vigilant towards New Zealand
Wednesday Dec. 19th.

headed to the Southward in company with the Bark which employ'd as needed nothing seen

Lat. 18.37S Long by DR 158.10E

20 headed to the 2d Bark in company Lat 19.31S Long by Obs 158.00E

21 Southward Bark in company Lat 20.50S Long 158.00E

22 Southward

at 5PM Spoke Captⁿ BROWN and with him a good passage and steered South at 8 am steered S by E the Bark out of sight nothing seen

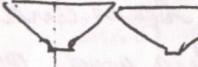
Sun. 23 Ship headed from SSE to S

Lat 24.51S Long 157.25E

24 Ship bearing from S to SE

Lat 27.00S Long 157.43E

25 8am saw a shoal of Whales at half past eleven, fastened to 4 kill'd 2 Whales took off to SW all the Boats in chase at noon

 56 Lat 28.50S Long 158. E

26 made sail to the Northward at 2 am tacked to ESE

Lat 28.52S Long 158.22E

27 At noon headed ENE

Lat 28.47S Long 158.36E

28 headed E to ENE

Lat 28.48S Long 159.47E

29 all sail set headed from ENE to ESE

Lat 28.50S Long 160.49E

Sun. 30 (same course)

Lat 29.34S Long 162.30E

31 course E

Lat 29.38S Long 164.20E

2 1833.

January 1. Ship headed to the Ewd nothing seen
 Lat 28.54S Long 165.3E

2. All sail set course South

3. At 5 PM saw white water & windwd
 all sail set course SE

SE

Lat. 30.15S Long. 167.45E

(passed between Norfolk Island)

Lord Howe Islands

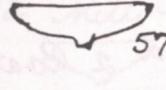
am

4. Lat 31.54S Long 169.17E

5. working to SEwd
 Lat 32.00S Long 169.45E

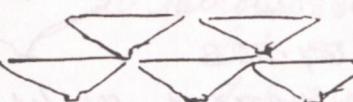
6. course SE

Shoal of whales kill'd one

 whale stov'd 4th boat oblig'd to cut
 Lat 33.00S Long 170.4E

7

st



Shoal of Whales came up
 close to the ship going WNW

8. Lat 33.35S Long 171.19E

9. June 10. headed from WNW to North

the THREE KING ISLES bearing SE 10 or 12 leagues
 Lat 33.33S

10. at Sun set steer'd ESE

at daylight set all sail steer'd E
 Lat 33.29S

11. course ESE

at 9 am saw Land to SW steer'd E by N
 watch employ'd variously

at Moon steer'd ENE nothing seen

Lat 34.33S Long 174.38

(passed to North & East of New Zealand)

12. course NE by N

 59. at 10 am saw Shoal of whale

Sun. 13. am made sail headed to the Nwd

Lat. 34.80S

14. Lat. 34.83S Long 176.23E

15 Lat. 34.16S
 16 Lat. 35.13S
 17 Steering to S. and
 Lat 37.12S Long 179.21E
 18 Lat 38.2S Long 179.28S
 19 Lat 38.10S

Sun. 20 At daylight made sail again headed E by N
 Lat 38.16S Long DR 181.00E
 21 Lat. 38.34S Long 181.20E

22  60
 23 Lat 37.54S
 24 Lat 37.47S Long 181.17E
 25 Lat 37.38S Long 180.50E

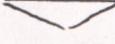
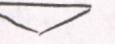
26 nothing seen

Sun. 27 headed SSW
 saw large whale lowered 2 Boats
 28 Lat 38.4S  61
 29 Lat 37.52S
 steering ship various courses
 30 at noon the EAST CAPE bearing W
 6 or 7 leagues Porpoises and a whale
 seen ahead
 Lat 37.54S Long 178.43E

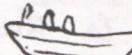
31 the Land in sight
 Lat by DR 37.40S

February

1

2 headed to NE saw a shoal of whales
    kill'd 4

Midnight blowing a gale and the last
 boat not run since Sun
 very heavy sea running
 Lat 36.59S Long 180.30E

Sun. 3  at 6PM saw the Boat at half past
 took her along side all well
 Lat 36.39S Long 180.50E

4. Lat 36° 47'S Long 180° 40'
(all off North Island of New Zealand)

5. Lat 36° 36'S Long by DR 179° 30'E

6. a brisk Gale from SW
headed to the WNW
Lat 35° 54'S Long 178° 50'E

7. Lat 34° 41'S Long 179° 5'E

8. Lat 33° 51'S Long 177° 45' 33"E

9. Lat 32° 17'S Long 176° 40'E

Sun. 10 All sail set headed for the Nwd
at half past 2 tacked to the S. Ewd
Lat 32° 33'S Long 176° 3'E

11. Saw 2 large whales steer'd for them
Lat 33° 50'S Long 176° 0'E

12. Killed both
Lost 1 Harpoon 63
20 fathoms Line 1 Spade and broke another

13. Lat 33° 44'S Long 176° 30'E

14. Lat 34° 34'S Long 176° 20'E

15. headed to the SSW
Lat 35° 27'S Long 175° 50' 64

16. Lat 35° 35'S Long by DR 175° 40'E

17. Ship headed from NNE to NW
Lat 35° 53'S Long 175° 52'E

18. headed from NW to N
Lat 35° 65'S Long 175° 25'E

19. Lat 35° 24'S Long 175° 0'E

20. First part variable winds calm and nipping
Rain set all sail working to the Nectad for
the BAY ISLES being short of water
at 4PM saw BEARINGS ISLE bearing South 8 deg
at 7PM a light breeze sprung up from the
Southward steer'd WNW at 8 stand NW by N
at 10 I sent up rder by the Cabin Boy to
Mr. Wilson to steer NW by W until 3AM and
then steer W the Boy came down again
& questioned him how he had delivered the

(BAY OF ISLANDS, NEW ZEALAND)

TOWARD CASTLE - Captⁿ BRINDBROTHERS - Captⁿ DOWNS from Sydney

Orders and found all correct at 6 and I
 went on Deck and saw the Land looked
 at the compass bearing of CAPE BRETT S by W
 6 or 8 Leagues Mind SE and steering the Ship
 NW instead of W if dangers had been in the
 way it would have been the same
 left the Ship to the wind for the BAY
 at Breakfast table I question'd the Officers
 about steering the Ship out of her course----
 At Moon Cape Brett bearing E 6 or 7 miles
 pass'd Sydney Bank

21 at 7.30 PM Anchored in CORRORADICA BAY

Several Ships laying here

. . . it has been my intention to break
 out the Oil and lower it having so
 many drunkards on board - only one
 Turf Water on board

22 Employ'd watering

23 Employ'd watering

Sun. 24 Fair for People on Liberty

25 getting of Wood

26

27 The TOWARD CASTLE Captⁿ BRIND and the
 BROTHERS Captⁿ DOWNS from Sydney same

S

To Anchor

28 Give a keg of Raisins and three Log Lines
 to Captⁿ DOWNS having forgot them at Sydney

March

1

2 Some watering and stowing between decks
 CITY OF EDINBURGH came into Port at 11PM
 the Doctor told me he had been on
 board of her and said that John Alex
 Robertson was on board and the
 passengers namely Three Naval Surgeons
 inquired of the said John G. Gracie the
 character of John A. Robertson and was

(CITY OF EDINBURGH)

ELIZABETH - ^{laper} BLACK

ELIZA FRANCES & Bark CAROLINE

34

answred they told my surgeon that J.A.R.
had been confind twice and they had a
very bad opinion of him saying he was
not fit to be an officer of any description.

W
lip
e

SUN. 3 Throughout fine Mr. People on Liberty

4 Throughout fine Mr. employ'd getting of
water and wood painting the Yards and
Masts the city of EDINBURGH for England.

5 ELIZABETH came in 1300 lbs

6

7

8

9 Throughout fine Mr. Sent two Boats to
TIPPANA for Flags and Potatoes

10 Throughout fine Mr. People on Liberty
Brouched a Cask of Beef also one of Pork

11 . . . employ'd Painting The Ships Hull
and other duty about the Ship

12

13 painting - water

14 ELIZABETH - BLACK came into the Bay 1000 barrels

15 ELIZA FRANCES came in with 850 barrels Oil

16 Throughout fine Mr. Watch on Liberty

SUN 17 "

18 getting of Water and stowing D° away
Bark CAROLINE Anch'd 850 lbs

19 employ'd about the Rigging

20 . . . variously in the After Hold

21 getting clear for Sea and settling acc't Aby
John Musitt as Chief Officer and two
seamen

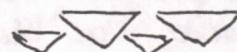
22 Throughout a moderate breeze from the
Southward and fine Mr. at 7 am weighed
and made sail unbent the cables and
stowed the anchors steer'd for TIPPONAH
went on Shore Ship off and on

23 at 5 PM came on board and steer'd NNE

35

(ADMIRAL COCKBURN)
Capt^u HINGSTONThe ADMIRAL COCKBURN in company
Lat 33. 51S Long by DR 176. 12E

Sun. 24



at 4PM saw a shoal of whales

Lat. 32. 52 SOUTH

25 Ship headed N NW 0° Bark in company
Lat. 31. 35S Long 173. 36E26 D^o Ship in company headed NNW & NW
6PM. tacked to the Ewd.

Lat 31. 50S Long by DR 175. 41E

27 all necessary sail set headed E to SE
the COCKBURN in company
3am tacked to the Northwd

Lat 31. 41 Long DR 175. 55E

28 All sail set headed to the Northwd
the COCKBURN in company
a fresh Gale and Mizzen Rain
Ship nearly upon her beam ends and
the COCKBURN with the same sail going
uprightMo¹

At 8am bore up for SYDNEY

at 9 Spoke Capt^u HINGSTON and parted company
Lat 31. 27S Long 175. 40E29 all sail set Steering to the Westwd
Lat 31. 30S Long by DR 172. 24E30 Surally at times course WSW
started the water from the Luside to
make her go ^{more} upright
Lat 31. 55S Long by DR 168. 37E

Sun. 31

All sail set course WSW nothing seen
Lat 32. 13S Long 164. 46E

April

1 Course SW by W At 8 am passed a Brig
Lat 33. 6 S Long 162. 22E2 All sail set course WSW
Lat 33. 16 S Long 160. 50E3 Same course
Lat 33. 20S Long 159. 30E

S.

4 all drawing sail set course WSW
Broach'd a Cask of Beef also one of Pork

5 Squally with rain
a fresh gale and a high sea
headed W to SW nothing seen
Lat 33.47S Long 154.22E

6 these 24 light variable winds and calms
at 8PM set all sail working to the N.W.
Lat 33.55S Long by DR 153.50E

7 First part light air from the Southward
and calm fine W $\frac{1}{2}$ S all sail set
course W $\frac{1}{2}$ S middle and latter part a moderate
breeze from South to East and fine nothing seen
Lat 33.50S Long 152.45E

Monday 8 April

Steering W by S at 10AM saw the Land West
Hands employ'd bending the cables
at noon ship close in shore
Lat 33.55S

8 Gentle breezes and fine W $\frac{1}{2}$ throughout
at 3PM took a Pilot at 4.30 came too
in SYDNEY am clearing away for breaking
out the oil myself on shore looking
for KENTLAGE

9 Throughout fine W $\frac{1}{2}$ employ'd breaking
out the oil

10 Throughout fine W $\frac{1}{2}$ employ'd breaking
out the oil

11 Fine W $\frac{1}{2}$ employ'd breaking out and
coopering the oil got of some Kentlage
stowing D \circ and the oil JOHN RYAN deserted
and entered on board of H.M.S. IMOGEN

12 Commenced with pleasant W $\frac{1}{2}$
employ'd about the oil Coopering and restoring
D \circ with Kentlage

13 Begins with fine W $\frac{1}{2}$ People employ'd about
the oil and getting Kentlage on board
stowing D \circ and the oil

Sun. 14 Throughout pleasant W $\frac{1}{2}$ employ'd about the oil

(Ship MARY for England)
Ship WILLIAM for England

at daylight call'd the Hands up
clean'd Ship and then gave liberty to
some of the men

15 Throughout fine Mr. at PM the liberty men
return all except GEORGE BEANHAM and he
entered on board of his Majesty's Sloop
sent the Poches on board of the MAGAZEAN
and prepared for weighing the Anchor
The First Lieutenant of his Majesty's Sloop
came on board for the Clothes and a
note for those men voyage not granted

May

16 Throughout fine Mr. at 2 PM the Pilot
came on board weigh'd the Anchor
run into SYDNEY COVE then moored along
side of the Ship MARY for the purpose
of putting some oil on board for
ENGLAND an employ'd transhipping
the oil.

On the 17th April 18th 19th and on the 20th
employ'd transhipping the oil in all
Fifty Six 300 Gall. Casks soon finish'd

Sun. 21 Tch Mr employ'd Cooping Oil and
preparing for transporting the Ship
at daylight call'd all Hands
clean'd Ship and then gave liberty

22 Throughout fine Mr. at PM some of the
people came on board at daylight
all Hands on board for several of the
men had return'd to their duty several
days knowing the trouble they might give
let it pass unnoticed

The Pilot came and transported the ship JU
to COCKHILL BAY for the purpose of
putting the remainder of the Oil
on board of the WILLIAM for ENGLAND

23 Throughout employ'd about the Oil

at 2PM the WILLIAM came along side for the purpose of taking the Oil transhipping to

24 From this day untill the 5th of May employ'd Transhipping the Oil getting Kettles on board getting Basks repair'd on Shore and various of the proceedings

at 2.30 PM sent the last Bask on board of the WILLIAM at 4 Ship WILLIAM hauled from along side and five M^{rs} people at liberty

May 6 Begins with strong winds and cloudy w^t rope on liberty At daylight commence'd clearing away the Hold for stowing and other necessary jobs about the Ship

Many of the People not returning to Duty chusing to leave the Ship viz James Brana Robt Steward M^{rs} Grimes Peter Johnson W^m Penn James Thomas & John Chisholm John McShitt Chief Officer & Carpenter aboard

7 Throughout June we employ'd cleaning the Ships Hold for restowing at daylight give the Ship a list for the purpose of repairing the Copper on the Bottom employ'd a Carpenter for the purpose repairing to Ships Carpenter and John McShitt absent Publicans Bills commenced tumbling in upwards of One Thousand Pounds for keeping the Ships Company Drunk nearly all the time discharging decline payment and then follows Lawyers Letters and Warrants

8 From this day until June 9th employ'd refitting the Ship for another Whaling Voyage in hope of better success

9 First part a strong wind and five M^{rs} People employ'd as duty requires Ship all ready for Sea with a full complement of men an light wind and

June 10th at 10 am weighed Anchor and proceed to sea a Carpenter and Seaman short

10 Throughout a strong wind from the Westward and increasing all sail set Course E by N
the Ship TIBEE ahead am the watch employ'd fitting whaling gear at noon a fresh gale and a high sea nothing seen
Lat 33.45 S Long by DR 155.30 E

11 All sail set course E by N
Rain at times
Lat 33.30 S Long 157.30 E

12 course E 1/2 N
Lat 33.35 S Long 161.3 E

13 course E 1/2 S at 4PM lost sight of the
Ship TIBEE astern
Lat 34.1 S Long 164.30 E

14 course E 1/2 S at half past 11 am saw a
Sperm Whale Steered for 10°
Lat 34.37 S Long 167.25 E

15 Lat 34.7 S Long 170.8 E

SUN. 16. course E by N and ENE
Lat 33.25 S Long 173.00 E

17 course ENE
Lat 33.00 S Long by DR 175.30 E

18 Ship headed from E to ENE
Third part headed NNE
Lat by DR 32.40 S Long by 10° 178.0 E

19 course ENE
at daylight . . . Steered NNE
Lat 32.10 S Long 177.30 E

20 course N N at 9 PM Steered NE
Lat 30.43 S Long 180.6

21 course NNE at 6 PM Steered N
at 9° saw MACAULEYS ISLAND bearing E
Lat 28.55 S Long 181.27 E

JUL 22 course NE by N
at 5 PM lost sight of the Island

at Moon tacked to the Wind
 out Lat 27.30S Long 182.50E
 wind Sun. 23. all sail set headed from ESE to ENE
 Lat 27.50S Long 185.00E
 24 headed from NE to NE by N
 Lat 26.42S Long 186.30E
 25 Working to the Northward nothing seen
 Lat by DR 25.30S Long 187.30E
 26 course NNE
 Lat 23.9S Long 189.22E
 27 headed from NW to NNE
 Lat 22.22S Long 188.47E
 28 headed from N to NW
 Lat 21.28S Long 186.40E
 29 course West
 at 6 am. saw the ISLE OF EOOA bearing SW at
 8 or 9 fathoms haul'd up for the Lee point
 at 10 sent Mr. Wilson into TONGATAPI ISLE to
 endeavour to get a Carpenter and endeavour
 to get some Hogs at Moon the North point
 of EOOA NE one league & give Mr. Wilson order
 to return at night
 Lat 21.26S Long 185.3E
 Sun. 30 Ship close in to leeward side of the Isle
 sent in two Boats to trade for Hogs Yams
 and Fruit at 4 returned with Hogs Yams
 and Fruit sturd of for TONGA PASSAGE to
 wait for the Boat at 10 blowing hard
 saw the reef under the Lee made sail
 and work'd up to EOOA am sent two
 Boats in trading at Moon return'd with
 Yams Fruit &c Mr. Wilson and Boats and
 still absent blowing strong

JULY

1 two Boats trading at 5 return'd with 12 Hogs
 Yams and Fruit Wm Miller deserted from
 the Boat made sail for TONGA PASSAGE

wind increasing Ship under short sail
was oblig'd to wear Ship and Steer'd to the
Southw'd clear of the Land . . .
at 8 sent Mr Rogers in pursuit of Wm Muller
Steer'd up for Tonga Passage and lay aback
under the lee of a small Island where I
order'd Mr. Wilson a Canoe came up to the
Ship and inform'd me they had not been there
at moon away for Eova to take off
Mr. Rogers and crew

2 at 3PM Mr. Rogers return'd with the deserter
3 Flags & Fruit & Jams
Ship headed to the Ewd.
Land in sight Mr. Wilson still absent thus
24 hours . . . if Mr. Wilson had obey'd
my orders no doubt the Ship would have
been to the Northw'd out of the way of
the Gale. Broach'd a Cask of Beef

3 Mr. Wilson Doctor and Boats crew absent

4 at 6 am EOA bearing NW 6 or 7 leagues
at moon or w. Mr. Wilson still absent

5 at 8 run to leeward of EOA headed to the
Southw'd at 2 am wore Ship at 7 am close
in the North Shore Steer'd for Tonga
Passage at moon Mr. Wilson return'd
telling a pitiful story about trying to
get off and that they had to get the
Boat stove and had lost a note that
Guthman had sent to us
I believe Mr. Wilson had a drunken
joltick and that between him and the
Doctor thought the note was a false
bearer and destroy'd it did not get
a Carpenter made sail working to
windward

6 at 4PM pass'd the west side of EOA
at midnight tack'd to the Northw'd

at 8 am the south point of Coosa N
tack'd to SE a Bark in sight to Leeward.

Sun. 7 Ship headed SE at 10 am Steer'd NE
Lat. 21.49S Long 176.20E

8 hard squalls and Rain course NNE

9 Strong wind and rain W. all sail set
course NNE at 5 pm saw SALVAGE ISLE bearing NNW
Lat 17.16S Long 190.14E

10 course NNW

At 11 am saw TOOTOOILE ISLE ahead

one of the Mavigatoors steer'd for the west point
Lat 14.42S

11 luf'd too under the lee of the Isle
Several Canoes came to know if I wanted
to trade inform'd them am trading for
Hogs Yarro Bread Fruit Coconuts Bananas
Plantains Luiet Matis Fruits Pigeons
Tappa Clubs &c &c.

Lat 14.18S

12 employ'd trading understand from one
Englishman who resided on shore that the
Natives intended to attempt to take a
Ship first opportunity while the Natives was
on board & kept the Ships company
under Arms

Lat 14.8S Long 189.12.30E

13 at 3PM cleared the Ship of the Natives and
set Sail and steer'd to the Northward
am employ'd variously myself repairing
the Stoved Boat Blackfish seen

Lat 12.44S Long by DR 189.40E

Sun. 14 all necessary sail set headed from N by E
to NE at half past saw a beach to
windward

Lat 11.15 Long 190.10E

15 headed to the N. End myself repairing
the Boat

Lat DR 9.20S Long 190.40E

43

(Bark VICTORIA after FIRTH)

from Sydney 8 months from Sydney

ACHILLES

16 headed to the N. End myself repairing the Boat
Lat 7.2S Long 191.30E17 headed from NNE to NW
Lat 5.34S Long by DR 191.00E18 Ship headed NNW
Lat 4.27S Long 190.30E19 headed from NNW to NW
Lat 2.34S Long 192.37E20 myself repairing the Boat
Lat 10.42S Long by DR 190.40E

Sun. 21 Course NW

at 9 am stend WSW Killers and Porpoises seen
Lat 00.36N Long 186.21E22 all sail set course WSW
Lat 00.6S Long by DR 184.00E

23 Lat 00.15S Long 182.00E

24 Lat 00.49S Long 180.20E

25 Lat 1.5S Long 182.5E

26 Lat 1.4S Long by DR 182.00E

27

Sun. 28 Set course West

Lat. 00.30S Long 180.00E

29 Lat 00.25S Long 178.30E

30 Lat 00. ? Long 177.00E

31 at 3 PM Spoke the FIRTH Bark Victoria
3 months from Sydney hauling 300 Barrels
Another Bark ahead

Lat 00.13N Long 176.25E

August

1 Steering to the Westward
am Spoke the ACHILLES 8 months from
Sydney 800 Barrels of Oil
Lat 00.37N2 Steering WSW at daylight set all sail
and stend WSW the Bark astern

3. School of Whales kill'd 4



(TOWARD CASTLE - Captⁿ BRIND)
Ship HARVEST of NANTUCKET - Captⁿ POLLARD
CAROLINE of Hobart Town - Captⁿ YOUNG 44

Sun. 4 Star^d SSW a Ship and a Bark in sight
Lat 00.14N Long 176.20E

5 course WSW

Spoke the TOWARD CASTLE Captⁿ BRIND having
1700 Barrels of Oil the Bark to the Northwest and
a canoe to the NW
Lat. 00.4N

6 course WSW the Ship and Bark in company
Lat. 00.19S Long 176.10E

7 First part calm the TOWARD CASTLE in company
Exchang^d some large rope with Captⁿ BRIND for
a New Fleek Rope. . . 10^o ship in company
Captⁿ Brind being in want of a Main Top
Mast I let him have one all ready made
at 50 pr Cent upon the last price in London
and for Messrs Brookes settle for same
At noon two more sail in sight

8 all sail set steering to the Westward the
TOWARD CASTLE in company Spoke the ship
HARVEST of Nantucket POLLARD com^r
Give Captⁿ Brind a few Hogs as they were dying
for the want of food
am 3 sail in sight nothing more seen
Lat 00.29S Long 176.23E

9 PM the TOWARD CASTLE and HARVEST in company
Spoke the CAROLINE of Hobart Town YOUNG com^r
Lat 00.8S Long 175.46E

10. course W by N to W by S

am . . . a Bark in sight

Lat 00.1N Long 175.26E

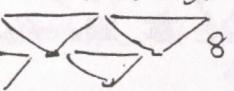
Sun. 11 course NNW

6am Star^d W by N Bark in sight
nothing seen Broach^d a Cask Bread
Lat 00.6N Long 175.3E

12 all sail set course from W by N to W by ?
Lat 00.9N Long 174.46E

(VICTORY - BAPTTH FIRTH)
or VICTORIA?

13 Sailed N^W course WNW Shoal of Whales
Boats in chase of Whales
SIMPSONS ISLE to the NE and DUNDAS WSW
a Bark to windward

 kill'd 2 whales

14 DUNDAS to the westward 3 or 4 miles
at noon the NW point of SIMPSONS ISLE North
2 Leagues

15 at 5 Spoke the VICTORY BAPTTH FIRTH
at noon SIMPSONS ISLE SE point NE two or three Leagues

16 all sail set steering various courses
at daylight set all sail and steering NW
the Bark to the westward
at noon DUNDAS WSW SIMPSONS ISLE ENE

17 Throughout light wind from the SW and fine
all sail set course NW by W pass'd the VICTORIA
leaving her one mile an hour
at sun set DUNDAS ISLE bearing South and
the NW point of Simpsons Isle N by E.
at daylight a Brig to windward
at 9 am saw GILBERTS and KNOCKS ISLE to the
westward

Lat 1° 2' N

18 Ship headed to the westward
Saw 2 Beaches steer'd for them
at sun set shortened sail GILBERTS and
KNOCKS ISLE SW 3 or 4 Leagues an calm

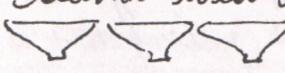
S.

19 Calms all sail set course WSW

At daylight MARSHALL ISLE bearing W
steer'd for D^o at 10°⁰ Steer'd N by W D^o Isle
bearing W by S

Lat 1° 12' N

20 Steer'd west from Marshalls Isle one League

 Saw a shoal of Whales

steer'd for them

Lat 1° 10' N S. 12° 0' E

21 heavy squall hoisted up the boats and took in all sail

Lat 1.6N Long 172.00E

22 all sail set steering SSW

Lat 0.40N Long 172.6E

23 throughout a light breeze from NE to N and fine for all sail set courses

Lat 00.4S Long 172.10E

24 course South Porpoises seen

Lat 00.55S Long 172.25E

25 Sun. headed to the Southward

Lat 1.30S Long 172.50E

26 Rain Thunder and lightning

shortened and made sail as useful
steering to the Southward

Lat 2.9S Long 173.10E

27 Showers of Rain steering to the Southward
pointing the cabin &c Porpoises seen

Lat by DR 3.00S Long 172.20E

28 course SSE

Lat 3.29S Long 173.15E

29 all sail set working to the S. Ewd

Lat 3.58S Long 173.30E

30 steering to the SEwd Porpoises seen

Lat by DR 4.30S Long 174.00E

31 course SE by E to ESE Nothing seen

Lat by DR 4.43S Long 173.25E

September

Sun. 1 Throughout variable winds and squalls and heavy Rain shortened and made sail as useful headed East to South Porpoises seen

Lat 4.59S Long 173.50E

2 Lat 5.10S Long 174.2³E

3 Ship headed to the Southward

Lat 5.33S Long by DR 175.00E

4 Showers of Rain

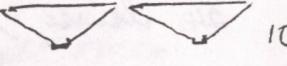
Lat 7.27⁵S

5 Trouble with Mr. Wilson

6 Ship under moderate sail
Lat 11.24 Long 174.00E

7 headed to the Southward
Lat 13.00S Long 173.19E

Sun. 8 All sail set headed to the Southward
Nothing seen
Lat 14.59S Long 172.40E

9 Shoal of Whales  10
kill'd two
Lat 15.37S Long 172.20E

10 Lat 15.49S Long 173.12E

11 All sail headed ENE to E by S
Lat 15.15S Long 174.15E

12 a fresh Gale from SSE Ship under short
sail headed to the End a sea struck
Ship broke both gunwales and most all
the knees Shoal of whales
Lat 14.51S? Long 175.40E?

13 Ship headed from S by E to SE
under short sail Carpenter repairing the
Mast Boat
Lat 15.00S Long 175.20E

14 made sail as needful steering to the Southward
Saw a large whale ahead going to WNW
At noon sound'd in chase
 11 Lat 15.50S Long 174.25E

Sun. 15 fasten'd and kill'd the whale
Lat 17.10S Long 174.30E

16 At noon finish'd boiling out the Oil
Porpoises seen
Lat 17.10S Long 174.10E
(NORTH FIJI BASIN)

17 at 5 PM finished cutting in and
commence'd boiling out Set the Fore sail
headed NE am employ'd cutting up the junk
Lat 16.15 Long 174.13E
(NORTH FIJI BASIN between New Hebrides & Fiji)

18 at noon finished baling out the bil
Porpoises seen

Lat 15.50S Long 175.30E

19 Ship under moderate sail headed to the Ewd
Porpoises seen

Lat 16.15 Long 176.36E

20 am employ'd baling out and starting down
the nothing seen

Lat 15.25S Long 177.31E

21 Throughout a strong wind from ESE and faint
Ship under short sail headed to NE
At sun set wore ship to the Southwd
PM finished baling down the bil
am filling salt water nothing seen

Lat 15.40S Long 177.15E

Sun 22 Ship under short sail ship headed to the S
at 4PM cleared the Deck

Lat 16.28S Long 176.51E

23 at 2PM saw land to the Ewd
Ship headed from S by W to SW
Latter part watch employ'd repairing main
top sail nothing seen

Lat 17.16S Long 176.5E

24 Brist Gale Ship under short sail headed
South to SSW

Lat 18.00S Long 175.40E

25 headed to the Southwd

Lat 18.53S Long 175.00E

26 fine W^N a high sea running Ship under
short sail Watch employ'd repairing
the main top sail ...
headed to the Southwd

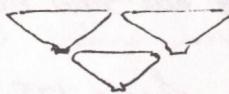
Lat 19.59S Long 174.40E

27 Throughout a brist Gale from the Ewd
and cloudy W^N Ship under short sail
headed to the Southwd PM finished the
main top sail am dangerously about the rising
(off ^{Lat. 20.43} LOYALTY ISLANDS) ^{Long 174.00E}

28

Lat 22.14 Long 173.40E

Sun. 29



Throughout a bush wind from
the land and fair W.

Ship under moderate sail

at 1PM saw sperm whales close to the ship
down Boats got slightly past the Harpoon
driv. chaced to no effect at 6 the Boats
return'd hoisted them up and steer'd to
the Southward nothing more seen

Lat 23.15S Long 173.10E

30 3 am employ'd repairing the Fore & sail

~~Saw a whale already~~

Broach'd a bolt canvas No 4 for 50°

Lat 24.51 Long 172.40E

October

1 Throughout these 24 hours a strong wind
from ESE to SE and clear W.

Ship under short sail headed from South

to SSW employ'd repairing the Fore Top

Sail a Finback seen

Lat. 26.36S Long 171.15E

2 Lat. 27.36S Long 169.58E

3 Ship headed from SW to SE

Lat 28.45S Long 169.50E

(East of NORFOLK ISLAND)

4 am set all sail

(Repairing Sails)

Lat. 30.42S Long 169.24

5 all sail set headed from SSE to SE

Lat 32.50S Long ? 168?

Sun. 6 these 24 moderate breeze from ENE to ESE
and fine W. all sail set headed from
SE to S PM finish'd the speaker and
bent 10° Broach'd two lasks Sydney beef
Finbacks & Porpoises seen

Lat 34.24S Long 171.21E

7 all sail set headed to the S. End
at Moon saw the THREE KINGS (off north tip of NZ)
bearing E by N

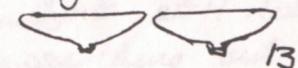
Lat. 34° 25' S Long 171° 38' E

8 Bush wind from ENE and clear W¹.
made sail as needful headed to the Northward
at 8 am were ship to the S. End
watch employ'd fitting new upper cutting straps
Tubbacks seen (Sharks?)

Lat. 33° 8' S Long 171° 30' E

9 headed to the S. End. At daylight saw
the THREE KINGS bearing S 5 or 6 Leagues
at 10 am spoke the CAPE PACKET Capt'n HINDSON
all his pots split he requested one of me
high I let him have one
at Moon in company

10 headed to the NNW at midnight tack'd
to the S. End. at 6 am saw a shoal
of Whales at 7 lever'd fasten'd and
kill'd two at 10 took them along side
commenc'd cutting in by 11
At Moon the THREE KINGS SW 5 Leagues
Broke one Harpoon
used 35 fathoms new line



13

11 finish'd cutting in the whales
at 5 commence'd hoisting the CAPE PACKET astern
the KINGS SW 6 or 7 Leagues
killers seen

Lat 33° 58' S

12 at 3 PM the North part of NEW ZEALAND
bearing SE 6 or 7 Leagues were ship to the
NNW at 11 PM took in the Fore Sail
at 6 am finish'd hoisting out the Oil

Lat DR 33° 40' S

Sun 13 Bush gale from the Northward ship headed
to the Westward at 3 PM wind shifted to
the westward were ship to the Northward

(TOWARD CASTLE - Capt. BRIND.)
CAPE PACKET
Ship WARRENS - American

Midnight more moderate Steered East
at 7 am came on Sually
and saw Land to SW

Lat 33° 58' S Long 174° 29' 30"E

14 Fast part a strong wind from NW
all Sail set course S by E at 2 am saw
point POCOCK bearing South distance 3 or 4 leagues
laying off and on until daylight
all d all Hands bent the cables unsteered d
the anchors and set all sail
at 7 am pass'd POCOCK POINT at 9 anchored
in CORORADICA BAY latter part fine W
found laying here TOWARD CASTLE
hawking 1800 barrels oil CAPE PACKET Ship WARRENS
American 35 months out 1900 bbls.

15 Throughout fine commenced breaking out
the Fore Hold

16 Fine Wnd employ'd starting down Oil
Sent on shore a raft of casks for water
making stages for caulking the ship

17 Throughout fine Wnd People employ'd
getting on board wood stowing D^o away
employ'd two Caulkers at 6/- per Day
caulking the ship &c.

18 Throughout fine Wnd employ'd wooding
watering and caulking the ship

19 Throughout fine employ'd as yesterday

20 Throughout fine Wnd employ'd getting of wood
and water caulking the ships Top Masts
breaking out the Bread and Spars coopering and
stowing D^o down ? on shore the Spars some
bread one Cask ?

21 Throughout fine Wnd PM watch on Liberty
am the people employ'd getting of wood water
and stowing D^o away Caulking the ship &c

Tues. 22 Throughout fine Wnd employ'd as yesterday
caulking the ships Bends &c an extra Caulker
employ'd

N

23 (much the same)

24 Throughout fine we employ'd variously
caulking the ship's Bends &c people staining
away Water

25 Throughout strong winds and fine we.
water employ'd variously caulking the ship's
Bends &c.

26 Watch on liberty at 9 am finish'd the Bends

Sun. 27 First part thick rainy we. are watch on
liberty latter part fine employ'd caulking Water
leaks slackening the Bends &c

28 Throughout a fresh Gale and fine we.
PM employ'd caulking the water seams
watch on liberty

29 Throughout a fresh Gale and clear we.
caulking the Deck Watch on liberty
exchang'd a Boat for an American Boat
and give half Barrel Powder &c

30 Throughout light variable winds and fine we.
employ'd clearing ship for sea Carpenters mate
caulking the Deck got a new Boat from
Clendon at 25£ and left an old one to be
repair'd and sold at 9 have shot at 11 let
all sails weigh'd the anchor working out
of the Bay

31 First part light air from the Northward
and fine we. all sail set working out
of the Bay at Sun set TIPONNA bearing NW
2 miles at 10 a light breeze from the Eastward
at 9 am CAPE BRETT 34°E 5 or 6 Leagues
subtend the cable and stowed the anchors
Lat. 34° 50S

November

1 . . . ship under moderate sail course NE
by N . . . at 11 am saw spouts ahead
supposed them sperm whalers at noon lower'd
in chase

Lat by DR 33.40S Long 175.30E

(TOWARD CASTLE - Capt'n Brind)

2 the Boats in chase proved Humpbacks
 at 3 returned at 4 saw a large whale
 sent Boats after him going fast to windward
 lost the run of him. -- the TOWARD CASTLE
 pass'd with all sail set made sail
 at 11 pass'd the TOWARD CASTLE at Moon
 0° Ship upon the Quarter
 Lat 33. 3S Long 176. 50. 45E

Sun. 3 at 2 PM spoke Capt'n BRINDI Split the Gib
 umbent 0° and bent another Broach'd
 sail of Broad
 Lat 33. 15S Long 177. 10E

4 Throughout these 24 hours a light wind
 from NNW to W and fire w^o all sail set
 course SSE at sun set shorten'd sail
 at daylight set all sail course South
 watch employ'd in small jobs caulking
 the Deck & Timbarks seen
 Lat. 34. 25S Long 177. 8S

5 course S by E am Scraping the Quarter Deck
 caulking the Fore Pasttd & Killers and
 Porpoises seen at Moon WHITES ISLE SE
 distance 6 Leagues no Obsrⁿ

6 course E by N
 at 6 am the EAST CAPE bearing S by E
 (N.Z. North Island ~~at~~ Cape)
 Lat 37. 00 Long 178. 48E

7 Set course E by N at sun set shorten'd sail
 middle part hard squalls and showers of rain
 . . . set all sail headed NE
 Lat 36. 28S Long 180. 40E

8 First part light air and Calms
 Timbarks Humpbacks and Blackfish seen
 Lat 37. 29S Long 181. 45E

9 Ship under storm' sails headed to the S End
 Lat 37. 36S Long 182. 15E

10 Throughout a moderate gale from the Southward and clear W. a high sea running
 Lat 37.2S Long 181.00E

11 Course WNW latter part a moderate breeze from WNW headed SW
 Lat 35.57S Long 179.11E

12 All sail set headed to SSW at Sun set tack'd to NNW
 Lat 35.13S Long 178.30

13 headed SSW watch employ'd on small jobs about the Rigging
 Lat 34.17S Long 178.23E

14 All sail set headed NNW
 Lat 33.36S Long 178.00E

15 Course WSW at 9am saw a large whale going to SE at half past 11 lower'd in chase the whale chang'd his course to NE going fast No Obs.

16 Fine W. Boats in chase at Sun set return'd without getting near him made sail and star'd W by S at moon blowing hard and myself Raining
 Lat 33.40S Long 176.00
 (to last of Three King Isles)

Sun 17 headed to SSE at 11am took in the Main boat to Repair Porpoises seen
 Lat 34.08S Long 176.56E

18 All sail set headed to SE at 5PM tack'd to the Westward
 Lat 34.56S Long 176.1E

19 Lat 33.9S Long 175.2E

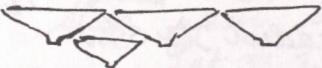
20 Lat 33.38S Long 175.45E

21 First and middle part a strong wind from the Westward and fine W. headed to SSW at 9am saw the Land more ship wind shifted to the Southward
 Lat. 34.48S

(Bark CHIEFTAIN - Capt'n HOWEY
CAPE PACKET - Capt'n HINDSON)

22 Working to the westward
Lat 34° 00' S. Long 174° 00' E
23 Shoal of Whales going fast windward
down Boats and chase Land in sight to SW
Lat 34° 38' S Long. 

Sun. 24



All sail set working to windward
at half past 3 the Boats return'd
made sail headed in shore at half past 6
saw another shoal of Whales close in shore
down Boats in chase at 8 return'd
without success . . . at daylight made sail
at 9 the Land 3 miles distance

Lat 34° 40' S Long 173° 47' 45" E

25 Headed N by E
latter part a strong wind and haze 42°
Ship headed W

Lat 34° 55' S Long 173° 00' E

26 At 7 am saw the NORTH CAPE ahead
2 Leagues distance from North Cape SW
Lat 34° 15' S SOUTH

27 1 am the NORTH CAPE S by E
Lat 34° 6' South

28 All sail set course WSW at 3 PM saw the
THREE KINGS ahead Dist 4 Leagues
at half past 6 spoke Capt'n HOWEY Bark
CHIEFTAIN 1500 barrels oil just from JAPAN
reporting the Ships indifferent fortune
at 11 parted company
at 10 am spoke CAPT HINDSON CAPE PACKET
with 600 barrels oil at noon

Lat 34° 4' South

29 Ship headed to the Nodland
latter part a light breeze from the southward
and fine W. Ship headed to the westward
at daylight made sail THREE KINGS SE 40° 5'

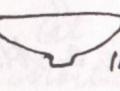
leagues a strange Bark in sight to leeward
 at 11am saw 10° Bark manouuring supposed her
 was whale run for her at half past spoke
 Capt^r BROWN PROTEUS 700 barrels sailing 7 months
 out at noon the THREE KINGS ESE 60° 8 leagues

30 All sail set headed to the Westward
 the Two Barks in company am made sail
 10° Barks astern

Lat 33° 40' South

December

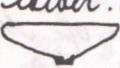
Sun. 1 headed from W to S at sun set shorten'd
 sail a Bark astern at daylight set all sail
 at 8 am saw a large whale at 9 saw two
 to windward down Boats in chase
 at noon all Boats off no obs^{ts}

Mon. 2  14 fine W. whale of in chase of the
 Whales all the Boats came up
 and pull'd me at the rate of one mile an
 hour I perceived that Julian lora did
 not pull very hard he being at the midship
 oar I endeavoured to encourage him to
 pull hard and get a whale all to no purpose
 . . . at 6 PM saw a large whale down to the
 ship lower'd fasten'd and kill'd 10°
 at 7 PM took him to the ship am employ'd
 cutting 10° in

Lat 34° 45'

3 at 4 PM got the whale in at 5 commenc'd boiling
 out the oil at 6.30 finish'd cutting up
 the junk

Lat 34° 12.5

4 employ'd boiling at daylight made sail
 a ship in sight at 7 am saw a school of whales
 lower'd fasten'd to one and the others took
 off to W 5 Boats in chase

Lat 34° 00.3 Long 171° 00.5

5 at 1PM return'd took the whale along side
cut him in at 4 commenced boiling out

Lat 34° 18S Long 170° 50E

6 5PM finish'd boiling out the oil at 8
more ship . . .

Lat 34° 18S

Trouble with Julian Corra

7 Lat 34° 30S

8 more ship to the Ewd. at 7am saw
two large Whales at 8 larv'd fasten'd
and kill'd one one Boat badly stove
at Moon took the stoven Boat on board

15

Monday Dec 9th

at 1PM took the whale along side
. . .

looper repairing lasks Lost 2 Harpoons
and one Spade

Lat 34° 13S Long 170° 35E

16

Ship under moderate sail large whale
ahead the Boats in chase - kill'd the whale
consumed 30 fathoms whale line broke
3 Harpoons and one Spade No Obs

11

Lat 33° 55S

12

Broach'd two lasks Buf

Friday 13

Lat 34° 33S Long 167° 23E

14

9am saw a large whale down Boats
fasten'd parted the line fasten'd again
and kill'd 0° at Moon  17
Boat towring

15

broke 2 Harpoons lost one & condemned
the Two Tubs lines

Lat 34° 28S Long 167° 8E

16

at 2 PM saw the appearance of Whales a
long dist of sent two Boats at sun set
~~not~~ return'd at 10 am finish'd boiling

Lat 34° 39S

17 Ship headed to ESE

6 am saw large whale 8 am sent two of Boats in chase at 90° he came up close to the ship lower'd fasten'd and kill'd 0° lost one

18 Harpoon broke one lost 10 fathoms line
Lat DR 35.00S

18 Lat 35.10S Long 168.00E

19 A bush Gale from the Northward and
mizzling Rain Ship under short sail
employ'd boiling out the oil breaking out
shifting Water &c at noon finish'd boiling
broach'd two new whale lines

Lat by DR 34.50S

20 Lat 35.25 Long 168.50E

21 Lat 34.48S

Sun. 22 At daylight set all sail headed to the
Northward

Lat 33.56 South

23 Lat 34.31S Long 168.54E

24 Throughout a moderate breeze from the
Ewd and fine W. At sun set tack'd
to the N Ewd watch employ'd as yesterday
Porpoises seen

Lat 34.14S

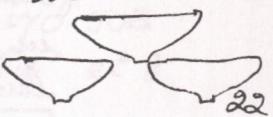
Wed. 25th Dec Throughout a moderate breeze from ESE
and fine W. all sail set headed to the NE
at 9 am saw whales breaching to windward
at 11.30 tack'd to the Southward whales
still breaching to windward a long distance of
Lat 33.25S Long 170.00E

26 at 6 PM saw whales spouting
fasten'd and kill'd one the others took off to SE chase'd to no effect
6 am saw a shoal of whales to the Southward
at 8 lower'd fasten'd to 4 kill'd 3 and
the Harpoon drew in the other whales took
off to Westward noon Boats in chase

Broke d two Casks Sydney Beef 362 & 366 lb
nett condemned a tub of lime broke
3 Harpoons

Ja
Wec

Lat 33.30S



Friday Dec^r

27 took the Whales along side cut them in
and made sail . . .
- - fine we Course SE Ship under short sail
Grampus & Porpoises seen
Lat 33.33S

28 fine we Ship headed to the SE
at 9 am saw the THREE KINGS bearing ESE
Grampus Blackfish and Porpoises seen
Lat. 33.55S Lang 171.50E

Sun. 29 variable winds and calms
at Sun the KINGS bearing ESE 3 or 4 leagues
shorten'd sail headed to the Northwest
employ'd boiling the oil
am finish'd made all sail Moon & Isles
bearing SW 6 leagues Grampus and porpoises seen

30 Steaming down oil in Main Hold
Moon the KINGS ESE 8 or 10 Leagues

31 at 5 spoke a small schooner from with
missionaries at midnight close in with the
KINGS were ship and steer'd to the Westward.
at daylight set all sail Cooper setting up
Packs Carpenter's Mate repairing the Stolen Boat

1834.

January 1 First part wind from the Northward and increasing
 Wednesday Shorten'd sail accordingly middle part a
 fresh Gale and heavy Rain close reef'd the
 Main & sail at 6 am wind shifted to SE and
 moderating at 9 set 2^d reef'd fore Top sail
 main thick w^r

2 Ship headed to the Southward . . .
 at daylight set all sail and stow'd North
 compass setting up pails carpenters Mate
 repairing a storm Boat nothing seen.

Lat 33° 11' S Long by DR 170° 00' E

3 saw a sperm whale at 8 came up close to the ship
 lower'd fasten'd to 60' proved a shoal of them
 I lower'd in the ship's wake waiting for a
 whale coming from the leeward he came up
 under the boat and stow'd badly
 the other boats fast in the shoal got the boat
 on board and sent off the 4th boat to wait
 a dead whale and pursue the others
 at noon the boats in pursuit of the shoal
 4 PM three boats in chase 1 took on whale
 along side cut it in made sail for another

Midnight no signs of the boats left to the
 wind at 5 am commenced cutting in
 at 11 am saw the boats to SW at noon got
 the whale in and the boats along side
 Total loss 2 lines 3 warps 4 harpoons 4 lances
 & warps 1 boat br^g 2 line covers and a storm boat
 no observation

5 . . . at daylight made sail a bark in sight
 to windward at 7 am saw her manoeuvring
 among whales lower'd in chase
 at noon return'd without success
 made sail to NE

 Lat 33° 40' S

6 First and middle part light airs and calms
employ'd boiling out the oil . . .
at 9 am finish'd boiling and wore ship to
the westward at noon a Bark in sight to
the SE a Timbuck seen
Lat 33.18S

7 Sail in sight ahead at daylight For to
the KINGS in sight to the southward 8 or 9 leagues
wore ship to the westward employ'd starting
down oil in the — Hold set Gib and Spanker
nothing seen
no Obs^t

8 Steaming down oil a Bark astern
myself repairing the Boat
Porpoise seen
Lat 34.9S

9 all sail set steering WNW watch employ'd
in small jobs Bent the storm Mizen for
a main Try sail Cooper setting up Pales
myself repairing storm Boat & Porpoise
Lat 34.10S

10 at daylight made sail and steer'd NNW
no Obs^t

11 First part a strong wind from ESE and
cloudy wt. Ship headed NE
. . . finish'd repairing the storm Boat
Broach'd two Casks Buff one Bread
Lat 31.39S

Sun. 12 Ship under storm sails at 1 worn ship
to the southward . . . a high sea
let reef out of the main Top sail and set
the Fore sail headed to SSW wind SE
nothing seen
Lat 32.15S

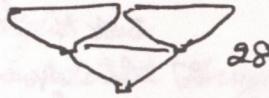
13 brisk gale from SE to SSE and equally lit^t
Ship under storm sails headed to SW . . .
myself repairing the sheathing on the Deck

a Fmback seen

Lat. 33.12S

14 Throughout these 24 hours a moderate breeze from SSE and fine W^N
- at noon saw a shoal of Whales ahead
Lat 33.29S

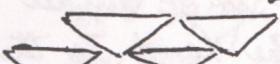
15 at 1 PM lowered fastened and got the Boat
Stove cut the line and gave it to another
fastened to 8 shoal whales and one large whale
killed 6 lost two Drags and drew from the
large whale . . . took in the Stove Boat
at daylight commencing cutting in on Boat stove
50 fathoms line lost 3 Harpoons one speared
and broke another and another and
the Doctor broke a Spy glass at Mast Head
110 Obs.



16 Lat 32.32S

17 Throughout a light breeze and fine W^N
Ship headed to the southward

Lat 32.40S Long 171.27E



18 Ship headed to the southward employed boiling
out the oil at 6PM saw a shoal of Whales
6 miles off at noon set shorter'd sail
at daylight made sail and steer'd to the westward
Lat 32.42S

Sun. 19 at daylight . . .

A Bark to windward coming down

Lat 32.49S

20 at 3 PM spoke the CAPE PACKET HINDSON with
800 barrels of Oil at daylight a strange sail
in sight to windward left for a Cosal
CAPE PACKET to leeward

Lat 33.40S

21 latter part watch employ'd fitting the Whaling
gear Coopers setting up peaks myself repairing the
Stove Boat Lat. 33.38 S

(Bark LINX - Capt'n ROBERTSON)
 ELIZABETH - Capt'n DEANS
 WARRENS - American

22 Tack'd to S . . . then N finish'd and painted
 the Boat

Lat 33.20S Long 170.34E

23. Lat 33.39S

24. Lat 35.3S Long 172.33E

25 Throughout these 24 hours light airs and calm W^W F
 Ship headed to the Northwd . . . Coopers repairing
 Casks and making breakers knock'd down a
 Ton all rotten Porpoises seen

Lat 34.57S

Sun. 26 Ship headed to the Northwd at sun set
 Shorten'd sail to single reef'd Top Sails and
 Foreail the THREE KINGS in sight bearing NNW
 6 or 8 leagues at daylight steer'd NE and
 set all sail at Moon the KINGS bearing WNW
 3 or 4 Leagues. Porpoises seen

27 At sun set the THREE KINGS bearing SW by W
 3 Leagues

Lat 33.25S

28 Throughout a strong breeze from SSW and
 fair W^W Ship headed to SE under moderate
 sail at 10 am saw the Land to the westwd
 and a Bark ahead at 11 spoke the LINX
 ROBERTSON comⁱⁿ 13 months out from SYDNEY
 400 lbs oil tack'd to the Westwd

Lat 34.34S

29 . . . moderate breeze from SSW to W and fair W^W
 all sail set working up to the BAY OF ISLES
 am bent cables and unthow'd the Anchors
 Moon pass'd POINT POCOCK

30 Throughout a fresh wind from the Southwd
 and fine W^W all sail set working up the Bay
 at 5.30 PM Anchor'd in CORRORADICA ^{N?} BAY
 7 fathoms water handed all sail
 am sent a raft of casks for Water employ'd
 variously found laying at Anchor the
 ELIZABETH Capt'n DEANS 200 lbs American WARRENS

200 lbs and both homeward bound
PROTEUS BROWN came in hauling 200 lbs.

31 . . . moderate breeze and fine W^NE employ'd
getting of water Potatoes Blank Hogs
making a potato pan

February

ing

1

2

14

21

22

15

- Throughout fine W^NE employ'd getting of Potatoes Water Wood Blank and stowing away the
- Throughout moderate breeze and fine W^NE nothing new or strange
- Throughout light airs and calms and fine W^NE at daylight hoisted the Fore Top Sail for lacking a head wind little of it and that ahead nearly all Hands Drunk including Mr Wilson he having been the same all the time laying here at noon a light air
- First and middle part a moderate breeze from the Northwest and fine W^NE at 4 PM the Ship INDIAN came to anchor at 6 am the ELIZABETH left for home at 8 weigh'd and set all sail working out the Bay Mr Wilson drunk and stow'd away down in the Coal Hold myself ill and so hoarse not able to make the people understand 3 but oblig'd to go for and aft to give the command at noon have to under the lee of TIPPONAH after passing to windward of the ELIZABETH passing her a deal of S^E?
- Throughout a moderate breeze from NW to W by N and fine W^NE at 3 PM pass'd CAPE BRETT steering ENE unbent the cables and stow'd the Anchor got the Boats all ready for Whaling and watch employ'd in small jobs Cooper repairing small Casks at sun set shorten'd sail and lief'd to the wind at daylight set all sail and steer'd NE

at Moon lif'd up N by W John Williams
an American made his appearance and begged
I would forgive him for stowing away in
the ship sent him to duty to pay for
his grub

Lat 34° 32S

6 Throughout a moderate breeze and fine ~~air~~
at Sun set shorten'd sail to 2^{1/2} reef'd Main
Top sail and Fore sail at daylight set all
sail at 8 tack'd to SW employ'd breaking out
Run to restore Tended Mr Wilson to shift
all the Flour from the After Hold into the
Run and stow close to make room for Oil
Coopers making breakers Porpoises and a
breach seen

Lat 33° 37S Long 176° 30E

7 First part a fresh breeze from NWN and
mixing rain . . . at daylight set all
sail employ'd restowing the run and
after Hold nothing seen At Moon closed
the run I question'd Mr Wilson whether
he had stow'd all the Flour in the Run
he told me he had done so

Lat 33° 14S Long DR 176° 30E

8 . . . at daylight set all sail fine ~~air~~
Coopers making breakers Blackfish Porpoises
and Finbacks seen At Moon closed the
after Hold (trouble with Mr. Wilson about
not carrying out orders)

Lat 32° 20S

Sun. 9 . . . at 10 saw a large whale ahead
at Moon The whale still ahead 2 miles distance
Mr Obs^{er} Broach'd a Cask of Bread a coil
of whale lines . . .

10 Throughout light variable winds  29
and calms at 3² PM lower'd factors'd and
kill'd the whale took it along side

at 3 commenc'd cutting at 7 got the Head of
and blubber in and commenc'd hoisting out the
Oil at 7 commenc'd upon the Head got all
in by 11 and set all sail headed to the Southward
Grampus seen Destroy'd 15 fathoms Sire
broke one Oar one Harpoon and one Lance
Lat 32.17 S

11 . . . PM cut up the Junk employ'd hoisting
out the Oil nothing seen Ship headed to
the Southward

Lat 33.34 S

12 . . . fine wt. at 6PM tack'd to NNW at 7
star'd W by 3 at 10 am star'd SW by W
at noon star'd WNW at 5PM finish'd hoisting
at daylight commenc'd breaking out the Fore
Hold starting down oil nothing seen
Lat 33.56 S

13 . . . middle part increasing gale 2^d reef'd
the Main & Sail latter part squally with
rain Grampus seen

Lat by DR 33.30 S Long 171.30 E

14 Throughout light airs and calms and a
high swell from the Northwest at daylight
set all sail latter part finish'd starting down
oil nothing seen

Lat 33.13 S Long 170.27 S

15 . . . working to SW AM employ'd breaking
out getting up the New Sails. Myself employ'd
making a new Sail Cabin in the Store Room
Cooper fitting the Casks for Oil
Grampus Blackfish and Porpoise seen

Lat 33.14 S

Sun. 16 Ship headed to the Southward
at sun set shortened sail at daylight set
all sail . . . Broach'd a Cask of Beef
also one of Pork

Lat 33.49 S Long DR 170.00 E

17 . . . At Sun set shorten'd Sail and wore
Ship to the Northward nothing seen

18 . . . Ship under moderate Sail steering home
NNW to NW by N am people employ'd repairing
Fore and Main Top Sails boopers making
breakers some fitting new brace black straps
Blackfish seen

Lat 31.14S Long 170.21E

19 a fresh breeze from NE and fine Wnd
Course NW by W People employ'd repairing
the Fore and Main Top Sails drawing and
knotting yarns at 9 am saw NORFOLK ISLE
ahead booper making breakers nothing seen

Lat 29.9S

20 Throughout a moderate breeze from NE and
fine Wnd ~~Course NW by W People employ'd~~
a Sail in sight close in shore
at 2PM sent a Boat on shore to endeavour
to get a few vegetables at 4 return'd with
a few Cabbage and water Melons and the
Commandants request to return the
following Day Government Schooner laying
off and on am steer'd round the Isle
looking for Whales

21 Throughout a moderate breeze from NE
and fine Wnd at 3 PM sent the Boat on shore
at 5 return'd loaded with Cabbage Potatoes
Lemmons a few Ducks Fowls and Rabits
and a polite note for myself to come on shore
as soon as the Old Commandant had left
which would be in two days and they
should be happy to give me a much
better supply. Kept in company with the
Schooner until 10 PM and steer'd of to the
westward. am employ'd repairing the Sails
drawing and knotting yarns nothing seen

Lat 28.39S Long 166.30E

22 . . . fine W^N all sail set at sun set star'd SSW at 7 am star'd SW people employ'd repairing the Top Sails . . .

Lat 29.51S Long 166.10E

Sun. 23 — moderate breeze from N and fine W^N.
Dinner SW 9AM finished the Top Sails

Lat 29.31S Long 165.50E

24 light breeze from N & W and fine W^N.
at 4PM. saw a large whale going fast to the westward lowered in chase of him
at 7 the boats return'd without success
. . . headed to WSW at daylight set all sail
am shifted the Spanker repairing to and the
Fore Sail cut up the Old Main Try Sail and
broach'd a bolt of canvas No 7 for D° Sails
Porpoises seen

at noon broke of South tack'd to NW
Lat 31.?

25 Steering to the Westward (repairing Sails)
broach'd a bolt of canvas No 4 for —
Lat 29.50S Long 164.4?

26 Throughout a strong breeze from SE to East
and fine W^N. . . repairing the Main Top
Sail at 5PM finished and sent D°
am employ'd repairing the Spanker and
Fore Sail course WNW nothing seen

Lat 28.32S Long 161.?

27 All sail set course W by S

at sun set star'd WSW at 8 am star'd WNW
finished repairing Sails nothing seen

Lat 28.35 Long 159.37E

28 course NW . . . watch employ'd drawing
and knotting Yams nothing seen

Lat 20.26S Long 158.8E

March 1 . . . fine W. all sail set Course NW
watch employ'd in small jobs making Ratten line
and spun yarn &c. nothing seen

Lat 24° 25S Long 156° 37E

2 Course NW . . . at daylight made sail
at 8 am steer'd WNW at noon wore ship and
steer'd South nothing seen

Lat 22° 53S Long 155° 8E

3 light winds and calm course South
daylight set all sail and steer'd SW
wind from the Ewd.

Lat 24° 5S Long 154° 22E

4 (Tacking)
set all sail steering to the Westward
at 9 am saw SANDY CAPE on NEW HOLLAND
bearing SW by W luf'd to the wind
at 10 am tack'd to NE wind blowing hard
shorten'd sail as usual Porpoises seen
Moon 10° CAPE W by S 2°

Lat 24° 55S Long 154° 0' 45E

5 First and middle part a bush gale from S E and
Ship headed ENE under moderate sail
at 8 am wore ship to the Southward watch
employ'd drawing and knotting yarns
making Plat and Linnet nothing seen

Lat 25° 3S

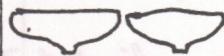
6 Throughout moderate wind from ESE and W.
Ship under moderate sail headed to the?
at 8 am saw CAPE N bearing SSW 8 or 10 Leagues

Lat 24° ?

7 Throughout light variable winds and fine W.
all sail set working to the Southward
at 6 PM CAPE MORETON bearing SW 5 leagues
watch employ'd drawing and knotting yarns
making spun yarn Coopers setting up packs
Porpoises seen at Moon dist of shore 4 leagues

Lat 28° 31S

(Bark SIR WILLIAM WALLACE from Sydney)



31

8 Just past noon had the Northward and increasing
breeze SE at 4PM saw a shoal of Whales close to
the ship down boats fasten'd and kill'd
three got one boat badly stove took her in
and sent out another at 10 took the Whales
along side and shorten'd sail middle part
wind shifted to SE am ait in the Whales
lower part blowing hard and Thunder with
mizzling rain No Obs^{ry} lost 2 Harpoons
one lance broke another lost 20 fathoms line
one tub and Bucket

9 Sun. Squally with rain ship headed NE under
short sail at 4PM commenced hoisting out the
oil at midnight soon ship to the Southward
... myself repairing the Steven Boat

Lat 31.8S no land in sight

10 5PM finish'd hoisting at sun set shorten'd
sail and steer'd NNE am set all sail
employ'd variously

11 moderate breeze from NNE to E and fine weather

Lat 32.15S long DR 155.20E

12 headed to the S. Ewd at 9am tacked to NW
... painting the Waist Boat &c.

Lat 32.55S long 155.57.15E

13 all sail set headed to the Ewd.

Squally with rain

Lat 32.26S long 157.30E

Lat 32.17S

14 15 flying squalls with showers mizzling rain
ship headed NNE at 2PM saw a sail to leeward
bore up and steer'd for her at 4 spoke the
Bark SIR WILLIAM WALLACE 16 months from SYDNEY
600 barrels of oil at sun set took in the Fore
Top sail am set 10° again close reef'd Bark in
sight to leeward ship headed to NNE

Lat 31.27S long 157.40E

16 Ship headed to the NNE headed to the S. Ewd
Lat 31.35S Long 158.40E

17 Throughout a strong breeze from NE to N
Ship headed from ESE to ENE
Muffling rain Ship under moderate sail
nothing seen
Lat 32.1S Long 158.40E

18 Throughout a moderate breeze from NW
a few flying showers of muffling rain
at sun set shortened sail to the Top Sails
headed ENE at 10 wou Ship to the Westward
at 2 am wou back again at 6 am made sail
headed from NE to NNE latter part watch
employ'd scraping the ship's Top Sides
at 8 am saw HOWE ISLE (LORD HOWE ISLAND)
bearing NW dist 9 or 10 leagues nothing seen
Lat 32.9S

19 Fine W. all sail set at 1PM steer'd ESE
Watch employ'd scraping the Top Sides
nothing seen at Moon steer'd W by N
Lat 33.33S Long 160.75

20 Throughout a strong breeze from NW
and fine W. all sail set Curse E by N. . .
Lat 33.50S Long 165.00E

21 . . . fresh breeze and fine W. all sail set
headed E by N wind NW watch employ'd
in small jobs am saw a Sail to leward
Steer'd SE across her Bow at Moon luf'd
up her course
Lat 33. . . Long ?

22 At 11 am lost sight of the Schooner astern
nothing seen Broach'd a Cask Buoy also
one Pork
Lat 34.38S Long 170.58E

Sun. 23 . . . wore ship to the Northward Porpoises seen
Lat 34.1S Long 171.20E

d 24 June 10th all sail set working to the Ewd.
am employ'd stowing the oil down in the
Fore Hold Blackfish seen
Lat 34 19S Long 171.50E

25 Working to the Ewd finish'd stowing
down the oil at 7am saw a sail ahead
am the Watch employ'd drawing and
knotting yarns at noon a Bark to windward
Gannpuffies seen
Lat 33.32S Long by DR 172.00E

26 Strong wind from the Ewd and cloudy
all sail necessary set working to the Ewd
at 2PM spoke CAPT^{IN} PHINIS Dark ELIZABETH
5 weeks from SYDNEY 140 lbs. . . wind
increasing to Gale squally with rain
shorten'd sail to 2^d . . . 8am took in the
Fore Sail and Top Sail at noon more ship
to Northward
Lat 34.8S Long 172.10E

27 . . . Ship under storm sails headed to the
Northward at 3PM took in the Main T.
Split the Fore Top or Stay Sail in taking
it in and broke 3 feet of the Bow of a Boat
2^d 4 the wind veer'd to NE Ship headed NNE
at 6 wind North at 8NW at 10 West and
blowing very hard with a high across
and strong current rips at the Main Top Sail
close ref'd. Midnight a moderate breeze and
fine ws. At 2am set moderate sail and steer'd
East with strict orders to keep a good look
out for the KING'S being dear moon light
and let me know immediately it came on
thick or hazy at 5am Mr. Rogers came
and told me in a very careless manner
that the Land was in sight and wish'd
to know what tack to luff too upon
I told him the larboard being his course

manner I turned out and $\frac{1}{2}$ him upon Deck
and to my surprise the Rocks was close
to the Bows not more than a cables length
lef'd too in the Starboard tack call'd
all Hands and set all Sail headed to SW
the day breaking & find by inquiry that
George the poorest mortal in the Ship
saw the Land half an hour before he
reported it to Mr. Rogers and if I had
been 3 minutes later the Ship would have
been lost this is the 2d time Mr. $\frac{1}{2}$ has
nearly run on Shore myself just up in
time to catch Mr. R aliby in TIMOR STRAITS
It seems by the Ship being so far south the
current must have been very strong
LAND OF NEW ZEALAND instead of the THREE KINGS
& give Mr. Rogers a severe reprimand for his
neglect he tells me that if I think he wants to
run the Ship on $\frac{1}{2}$ to let him leave the Ship
at New Zealand my . . .

Fri. 28 First part a moderate breeze from the westward
and fine 10°. 1PM tack'd to the northward
at 6 tack'd SW CAPE MARIA VANDIEMANS breaking N
4 leagues at 10 tack'd to NNW middle part a light
breeze and fine 10°. at 4 am calm and foggy
at half past 5 0° CAPE bearing East 4 or 5 miles
latter part calm and clear . . .

29 Working to the East.
at Sun set CAPE MARIA VANDIEMANS bearing ESE
3 or 4 leagues at Sun rise NORTH CAPE bearing
SE 4 or 5 leagues at 10 am saw a Bark to the NE
watch employ'd in small jobs Porpoises seen
at noon the NORTH CAPE SE and calm with
fine 10°.

Sun. 30 Set course ESE at daylight KNUCKLES POINT bearing
SW 4 or 5 leagues a strong current setting to NE
a ship Bark and Schooner in sight Dist of

Shore 3 or 4 leagues Course SE Porpoises seen
Lat 34° 43' S

31 Throughout a light breeze to the westward and fine at.
All sail set working up to the BAY OF ISLES
at 8 PM pass'd POINT POCOCK at midnight anchor'd
in CORRORADICA BAY pass'd out 75 fathoms Chain
? undid all sail am employ'd breaking and
setting leechs for water loopers setting up packs
20 WHALERS laying at anchor in the BAY

April 1834

1 light winds and fine W. . . . sent 24 Casks
on shore for water am breaking out the
after Hold

2 light variable winds
people employ'd getting up the Top g. Rigging scraping
the Top sides some on shore filling water loopers
setting up packs some picking oakum at 10 am the
Leban Bay came down and inform'd me that
Mr. ? and the looper was fighting I went upon
deck and found both drunk and fighting
parted them soon after Mr. Wilson inform'd me that
Robt Gardine looper mate had refused duty and
gone down in the Fore Castle I sent for him and
order'd him to duty he told me he could not do
another stroke of duty from this time henceforth
on board of this ship wherefore & consider he
has forfeited all claims upon ship or cargo up
to this date

3 Throughout fair W. People employ'd fitting Top
griping scraping the Top sides picking oakum
caulking and filling water sent on shore the
Stoven Boat to be repaired

4 Robert Gardine came aft and beg'd I
would forgive him and allow him to go
to duty con

5 Throughout fine W. employ'd as before

Sun. 6 repaired the Copper on the larboard ?

(JAPAN - Septth MAY)

am people on liberty JAPAN Septth MAY left for LONDON

7 am fine wth people employ'd . . .

8 employ'd as yesterday trouble with Julian Corra and Mr Wilson our Muller of duty having been on shore without liberty fighting and drunk . . . himself up obliged to hire another in lieu

9 hands employ'd getting of wood and water and stowing 10° away painting the Spars picking Oakham calking and scraping the ship Mr Wilson and Julian Corra of duty

10 . . . 10° men of duty and the crew in little of bitter order seeing a few examples made

11 First part a light air from the Northward at 2 PM weigh'd the anchor at 3 anchor'd at the WAPOOAH . . .

12 Throughout fine wth employ'd scraping & and beating of the iron rust about the ship finish'd caulking employ'd the shore looper to repair some of the mouldings 10° men of duty and find the duty go on with less trouble than when Mr Wilson on duty

SUN. 13 Throughout fair wth Watch on liberty middle part rainy

14 Throughout fair wth am the Watch employ'd painting the Spars Carpenter making Moulding for the Quarter Gallery put Julian Corra on duty again

15 . . . finish'd painting the Spars the watch on liberty am the watch priming the ships Top sides Carpenter still employ'd

16 Throughout a fresh breeze from the Northward flying showers of mingling rain watch employ'd priming the ships Top sides &c Carpenter setting a new wheel barrel making a new skid and putting a piece on the Main Chain Walk.

7 Painting . . . one watch on liberty

18 " "

19 Flying showers . . . Middle part heavy rain
Thunder and lightning. Latter part flying showers
This day Henry Dickinson $\frac{1}{2}$ $\frac{1}{2}$ refused to do any
more duty wishing to leave the --.

20 Throughout fair W. watch on liberty
this day H. Dickinson -- from the ship with
all his clothes

21 Throughout fair W. on the ship's company came
on board employ'd painting the ship and
reaving new Mizen Top Sail gear

22 . . . employ'd as yesterday
. . . employ'd painting the inside of the ship
filling water

23 (Painting & repairing Sails)

24 Throughout fair W. employ'd repairing Jib
Fly Jib and Mizen Top Sail binding Sails
getting of wood &c.

25 Throughout fine W. employ'd getting of Bread
Plank wood and stowing $\&$ away
and getting on board the spars $\&$ and
the After Hold

26 . . . getting of water stowing $\&$ the spars &c.

Sun. 27 Throughout fine W. nothing occurred remarkable

28 Throughout fine employ'd getting of $\&$ and
potatoes

29 Throughout a fresh breeze from NW and fair
got all on board and cleared for sea
Shipped John Hudson 4th officer John Clark
Carpenter Frank Robertson able Seaman and
Robt Cunningham ordinary Seaman and
Wm Kemp a small boy in distress

30 Throughout a moderate breeze from SW and
fine W. at daylight fired a gun and loosed
the Fore Top Sail for sailing at 9am set all sail
weigh'd the anchor and proceeded to sea

At noon CAPE BRETT bearing SE one league
abent the 2^o The Anchors and stow'd the
Cables

Lat 35.²

May 1 1834.

Throughout a strong Bruse from SW and
cloudy All sail set course ENE
employ'd in small jobs nothing seen
Lat 34.36S

2 Moderate Bruse . . . course ENE
6.30 am saw two large Whales lower'd
and fasten'd to one and got a Boat badly
stove kill'd one the other took of
chase'd to no effect got the Boat on board
At noon one Boat of with the whale
Blackfish Grampus and Porpoises seen

Lat 34.14S Long 179.30E

3 at 1 am . . . commenç'd cutting . . .
at 9 commenç'd boiling
No obs^{ts}

Sun. 4 First part wind from the Westward and
fine W^o employ'd boiling out the oil
Carpenter repairing the Steam Boat
at daylight set the Top Sails and steer'd NE
at 9 set all sail nothing seen

Lat by DR 34.17S Long by D^o 180.45E

5 . . . latter part a brisk Gale took in the
Fore T Sail and Fore Sail

Lat DR 33.30S Long 182.30E

6 Gale decreasing and mingling rain . . .
Ship headed to NNE

Set all sail watch employ'd shifting the
Water Between decks The Carpenter repairing
the Steam Boat Finback seen

Lat 32.10S Long 183.40E

7 . . . a strong gale from the Westward
and flying showers of mingling Rain

Course NNE watch employ'd shifting water
 at 5PM saw a Sail ahead . . . at 9 spoke the
 Bark ELIZABETH hoisting . . . headed to the
 Northward at 9am Doctor command'd lassing the
 Boy Turpin and threatned to flog him . . .
 . . . myself being an Invalid at the present
 time and have been since since I left the
 BAY OF ISLES am oblig'd to find for myself now
 as the Doctor had said he did not care about
 the duty of the Ship whether it was done or not
 as we had been too long together and he
 did not expect to get home in this Ship
 & to know what can be expected from
 any professional man that uses such language
 who ought to be intrusted in the Voyage
 Carpenter repairing Stoen Boat D^o Bark astern
 nothing seen

Lat 31.4S Long 185.30E

8 . . . at 9 let a reef out of the Top Sails set Jib
 and Spanker am employ'd loopering and
 stowing the Oil below Carpenter repairing the
 Stoen Boat

Lat 29.23S Long 186.30E

(East of the Kermadec Islands)

9 Throughout a moderate breeze and fair we
 Ship headed from NNE to NE wind NW to N
 . . . PM finish'd stowing down the Oil . . .

Lat by DR 28.00 Long by DR 188.00E

10 4 PM saw a Shoal of whales to windward
 lower'd in chase at close on sun set settled
 saw them no more and the Boats return'd
 shorten'd sail . . . at daylight tack back
 at 7 set all sail at 8 saw a whale to windward
 going fast to windward lower'd in chase
 at half past lost sight of him from the ship
 at Moon the Boats of Carpenter repairing the Boat

Lat 27. 50S Long 189. 19E

11 at 3 PM the Boats return'd without seeing the whale
 . . . Broach'd a Cask Beef also one of Pork
 Lat DR 27.24S Long ^{Dr} 188-30E

12 First part a fresh gale from SW and clear
 high sea Slip under short sail Course ^WNNW. . .
 watch employ'd in small jobs about ^{the} rigging
 Carpenter making a Fowl house nothing seen
 Lat 24.35S Long 187-30E

13 All sail set course NW
 at 10 am saw a shoal of 30 to 50 lbs
 bull whales lower'd faster'd to two
 kill'd one and drew from the other
 Whales took off to the Southward
 At noon the Boats in chase.
 G. Gracie surgeon lost one of the Marlots
 signals from the Mast Head got a Boat
 out and before they got to it it sunk
 Lat 22.31S Long 186-2E

14 Five W. at 1 PM took the whale along side
 at 2 commenc'd cutting in finish'd by 4 . . .
 boiling out the Oil . . . at daylight - F T S
 Carpenter making a hen coop . . .
 Lost one spade one lance and warp
 broke one Harpoon and condemned 20 fathoms
 line
 Lat 22.32S Long 185-50E

15 (near TONGA)
 Shoal of whales kill'd one others took off to NW
 Lat 23.00S Long 185-25E

16 . . . set all sail and steer'd after the whales
 . . . 1 am more Slip to the Southward
 . . . at noon more Slip a sail in sight to
 leeward
 Lat 23.4S Long by DR 185-?E

17 4PM Shoal of whales ahead
 at 5 lower'd the Boats in chase the whales
 took off to the windward chase'd to no effect

Ship to the Southward

Lat 22.40S Long ?

18 Boats after 5° and the Ship close too
at 5 Boats return'd reporting them Blackfish
and the American Ship BOWDITCH

Lat 23.45 Long 185.30E

Mon. 19

 36 Showery at times
at 1PM saw a shoal of Whales lower'd 3 ster'd
to 3 kill'd one one Boat upset lost the whale
and lines another cut adrift and the whales
took different ways

Lat 23.65

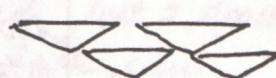
20 Flying Showers of Rain 10° Ship in company
At 5PM Capt. — UDER of the BOWDITCH came on
board and inform'd me that he had saved
the lines which one of my Boats had lost by
upsetting and that they were fast to the Whales
flews that his Mate kill'd and the Harpoons
was not in the whale but hanging to the lines.
I sent an board and got the lines and Harpoon

Lat 22.30S Long 186.00E

21 Throughout a moderate breeze from the Ewd
and employ'd starting down Oil found
one of the 2 tier leaking lost 5 barrels
broke out 5° and cooper'd it --

at midnight were Ship to the Southward
at day light made sail and ster'd SW

Lat 22.30S



22 3 PM saw a shoal of Whales
lower'd Boats in chase

23 At 2 PM ster'd West at 4 saw the ISLE OF EODA
bearing North 6 or 7 leagues at 6 more ship to NE
at 11 more back again at daylight set all sail
headed to SSE a moderate breeze from the
East and cloudy W^E EODA NNE a sail in sight
Lat 22.28S

24 . . . employ'd wetting the oil in the hold
at 10AM saw a large whale close to the ship
lower'd the Boats at Moon the Boats in
chase no Obs^{tr}

SUN. 25 at 3PM fasten'd to the whale two Boats
the whale lay'd for 5 or 10 minutes and the
Boats all round him . . . the whale set off
with the Starboard fast at sun set at the
line lost 30 fathoms and one Harpoon
the whale went off without spouting blood . . .

26 at half past 2 saw a shoal of Whales
lower'd in chase got close to one and the
sea staved the Boat of from the whale
4PM wind and sea rising the Boats
return'd . . .
Carpenter making 1km loops
Lat 22.42S

27 at daylight made sail and steer'd NW
Carpenter making loops for seals
At Moon took in the light sails and
steer'd to the Ewd EOOA bearing NW by N
Lat 22.00S Long 186.1.45E

28 Steer'd WSW
Lat 22.25S  37

29 1PM a large whale close to the ship
lower'd in chase of him at 5 fasten'd and
kill'd 20. at 6 took him along side and
shorten'd sail at daylight commenc'd
cutting in Moon still employ'd
Broke one Harpoon no Obs^{tr}

30 . . . wore ship to SSW EOOA ISLE NNE
at daylight PILSTART ISLE SW 4 or 5 leagues
set moderate made sail and steer'd for 10°
at Moon a Canoe came of same along side
with flags and a letter for --- Englishman
Ship the lee side of the Isle nothing seen
Throughout a strong wind from the Ewd

31

and misty rain at 1PM sent a Boat in to trade at 5 return'd bringing of Yams and Fruits &c. At 8 AM headed to the Southward employ'd bailing out the Oil &c nothing seen at 5PM sent Boy Turpin up to the Main Top Head to set one of Maricot's Signals he lost it nothing seen No Absts

June

SUN. 1 Fresh wind from the Ewd 5PM finished bailing at midnight wore ship to the Northward 10AM set more sail
 PILSTARTS NE by N
 No Absts

2 Shorten'd sail as needful watch employ'd meeting Moon PILSTART ESE 3 or 4 leagues

3 cloudy W. headed to SE Carpenter repairing an Old Boat Broach'd a Cask Split Peas & Lat 23.23 S

4 Moderate breeze from the North fine W. Ship headed to the Ewd Finbacks seen

5 Ship headed to N Ewd ^{Lat 23.29 S} long 186.30E
 I AM saw a large whale at 8 lower'd in chase of 10° at noon fasten'd and kill'd him
 Lat DR 23.30S long 187.30E

6 2PM took the whale along side
 at 3 commence'd cutting in got the Head and body in by half past at 7 commence'd bailing am took in the Head lost 2 Spades and broke one Harpoon Finback seen
 Lat 23.49S long by DR 187.00E

7 Moderate breeze from SW and fine W.
 employ'd bailing out the Oil cutting up Junk & Debris repairing Dasks am breaking out the after Hold shifting Water & Course N
 Broach'd a Cask of Beef and Pork
 Lat 22.51S long DR 187.00E

8 Ship under moderate sail headed from SW to SE
 Lat 22.16S long 186.65E

9 Ship under short sail headed to the Southwest
Lat 22-26S Long 186-45E

10 Fine W^NE finished starting down Oil
am clearing Fore Hatchway Ship headed WSW
Loops repairing rotten lasks Finsbacks seen
Lat 22-46S

11 moderate breeze from NW to SSW fine W^NE
Steering various courses at daylight set all
sail headed to the Westwd loops
setting up packs Carpenter building a steerage
in the Fore Hatchway Some hands repairing
the ? nothing seen
Lat 22-23S Long 186-00E

12 Throughout light airs and calms
watch employ'd on small jobs as yesterday
Some repairing the Try Works
Lat 22-31S Long 186-30?

13 Steering to the Northwest at sun set
shorted. a sail at midnight lif. d to the
windwd. at daylight made sail and steer'd
North watch employ'd wetting the Hold
Loops setting up packs Finsbacks seen
Lat 21-25S Long 185-?

14 Throughout these 24 hours a strong breeze
from SE and cloudy W^SE all sail set comon
7 PM steer'd N by E daylight . . .
saw several breaches steer'd for them
but could not make them out . . .
at 11 am the Starboard Bow Boat broke
down from the Davit Heads by the l^o
chafing of and very lost her I found
fault with the officers for not looking
after their ?? m Wilson began to give a
great deal of abusive language as usual
Lat 19-39S

Sun. 15 At daylight VAVOD ISLE WNW 6 leagues
star'd the high land at noon Ship

under the Lea ?

16 Throughout a brisk wind from S E and cloudy wth 1PM I went with a Boat in pursuit of the Harbour at 5 I found it the Missionary told me that the King had Tabooed the Hogs and Fowls and that I would not get any I went to the King and offer'd him a Musket and Keg of powder to take it of he wish'd a little time to consider I went to him again and no better meas^s at 7am I went to him again and he took it of the Fowls and said if I bring the Ship he would consider about the Hogs at 11.30 am I return'd to the Ship accompanied by the King and his Prime Minister made sail working up to the Anchorage

17 . . . wind from SE and fine wth working up to the Anchorage at 4 Anchored in 22 fathoms water wore out 60 fathoms chain and hauled all sail the Town bearing North half mile distance an endeavour'd to trade the King would not allow the Natives to trade apparently waiting for a present

18 Throughout fine wth myself endeavouring to open a trade but the King refused at noon the King wanted me to give him a watch and thought the Natives might trade I found it necessary to give him one valued at \$5 in London when he received it he pretend to give permission to the natives to dispose of Hogs or any production of the Island. This day at noon I sent the Officers to dinner and I remain'd on deck for the purpose of trading . . .
 (trouble with Cunningham & J. Gracie ^{slight})
 . . . He then stated that I was not his Master and that from Apprentice upwards we all partners . . . This afternoon Dr. Gracie weigh'd out the meat as usual Witnes Robt Cunningham

(RAYNARD of London)

19 Throughout a moderate breeze from the Westward and fine Mr. employ'd trading for Fowls Hamms Fruit &c. got permission to fill up the Water by paying 15 lbs Powder sent a raft of Cash 5000 miles King sent 2 Hogs were Kemp run from the Ship

20 Throughout fine Mr. employ'd as yesterday at am the Boat return'd with the Water

21 Throughout fine Mr. employ'd trading/part of the Ships Company allow'd to go on shore to see the place This day a person named Brown who's linguistic ask'd me to take from the Island 2 - several Men which had voluntarily left the RAYNARD of London upon my objecting to take them J. G. Gracie my surgeon told me it was my duty to take them that I had better take them than to have taken a person whom I brought from New Zealand named Robt Cunningham . . . I then left him and went on shore which I was on shore Robt Cunningham inform'd me that Dr. Gracie had a Book containing Shakespeares Plays belonging to me which book I had frequently enquired for of him At the same time R. C. inform'd me that Dr. Gracie offer'd to present him with 'at Volume at New Zealand on the 30th Jan'y 1834 That he did not then inform R.C. that the Book belong'd to me but R.C. refused to receive the Volume on account of he had a similar one . . . had the book lock'd in the medicine cupboard . . . am Dr. Gracie came into the cabin . . . and handing it to me said here's your Book . . . Is that yours I know you have been inform'd of it I bought it in Sydney and give Three Shillings for it upon which I took the Book and have it now in my posession Ship waiting for Bay Turpin the natives in pursuit a Miskit

ward off'd Broach'd a Cask Buoy also one of Pork

1 Sun. 22 Throughout a strong wind from the Ewd at 3PM Bay Turpin was found one musket pay'd and he was brought on board weigh'd the Anchor made sail and proceeded to sea Stev'd the Anchors unbent the cables and stow'd them below at 6am Lat 14° 24' S headed to N Ewd under moderate sail wind blowing hard and a high sea nothing seen
Lat. 17° 24' S

23 High sea Ship under moderate sail headed S Ewd Lat 15° 43' S

24 All necessary sail set headed to N Ewd at 6am saw the NAVIGATOR ISLES name OOAHTOOAH at noon stow'd NW
Lat 14° 45'

25 Fine lit^{er} Ship lying off and on at MONONO ISLE Trading in Dogs Jams Coco Nuts Fruit &c. set a Rubber Hook at noon sent 3 Boats for Coco Nuts

26 Throughout light variable winds and fine lit^{er} Ship lying off and on trading one of the London Mission native came on board for a contribution give him two Axes and two Edges at 6 the Boats return'd loaded at 7 pefs. d through between MONONO and ²EMA ISLES to the northwd at 8 am 3 Boats . . .
Lat 13° 44' S Long 188° 4' E

27 First and middle part light airs and calms all sail a Ship in sight to the northwd at 8 the Boats return'd loaded with Coco nuts ² them and stow'd NE by E . . . at daylight the land in sight astern 8 or 9 leagues distance . . .
Lat 13° 05' S Long ?

28 Strong wind fine ws. . . latter part employ'd wetting the Hold Cooper repairing leaks
Lat 11° 48'S Long 190° 38'E

Sun. 29 . . . variable winds and brisk squalls and showers of Rain . . . headed to the Northward at 2 am broke of NW g- won ship to ESE wind (more trouble from J. G. Grace)
30 heavy Rain Lat 11° 13'S Long 191° 40'E
Lat 11° 20'S Long 192° 20'E

JULY 1834

1 Squalls at times and showers of Rain
Ship headed from SE to ENE . . . latter part light airs and calm and fine ws.
unbent the Main Top Sail watch repairing to
Carpenter making Oars nothing seen
Lat 10° 12'S Long 192° 50'E

2 . . . headed from North to NE watch employ'd
repairing the Main Top Sail Carpenter making
Steering Oars Blackfish seen
Lat 9° 29'S Long 193° 30'E

3 . . . am the watch hauling up the Flewkeeper
Lat 8° 44'S Long 193° 40'E

4 . . . headed to the Ewd with all sail set
at 10PM tack'd to the Northward watch employ'd
fitting a new jib stay
Lat 8° 30'S

5 First part light airs from NNE and fine ws. . .
Lat 7° 12'S Long 195° 48'E

Sun. 6 . . .
Lat 5° 21'S Long 195° 00'E

7 Ship headed from NE to NW shortened
and made sail as necessary at 7 am saw a
Sail to windward Porpoise seen
Lat 3° 58'S Long 194° 30'E

8 . . . Ship headed from N to NW
PM the wind shifted to the North and squally
single reef'd the Top Sails headed ENE watch
employ'd repairing the Fore sail making spun

yarn &c. Porpoises seen
Lat. 3.53S Long 195.30E

9 tack'd to NNW PM finish'd repairing the Fore sail
and commenc'd middle seaming the Main Jib sail
... broach'd two bolts of Danvys no 4 for the Jib...
Lat 2.41S Long 195.10E

10 ... moderate breeze from the Ewd and fine W.
all sail set headed to NNE employ'd making a Jib
and repairing a m Jib. at daylight saw a ship to
windward at 10 spoke 10° MINERVA - and SMITH commands
from NEW BEDFORD 10 months out 250.000 bbl oil...
Broach'd a Cask Flour
Lat 1.24S Long 195.00E

11 ... fine W. 10° Ship in company at 9 am saw a
shoal of Whales lower'd and fatten'd to three
kill'd two and drew from one got one Boat stove
at half past 2 took them along side

Lat 00.45S Long 194.40E

12 Throughout a moderate breeze from the NE and
fine W. at 2PM cut the Whales in and set all sail
at 4 tack'd to ESE at 5 commenc'd boiling
at 2° parted company with 10° ship our Carpenter
repairing the Boat broke our Harpoon
Lat 1.27S Long 195.01E

13 moderate breeze from the Ewd fine W. All sail
set working to the Ewd at 6 PM tack'd to the
Northward and finish'd boiling nothing seen
Lat 00.16S Long 195.16E

14 ... headed to NNE and took in the light sails
watch employ'd making a Jib and repairing
the Main Jib. sail nothing seen
Lat 2.32N Long 195.7E

15 Throughout a strong wind from the Ewd Ship headed NNE
employ'd making a Jib finish'd the m Jib.
middle part equally Mr Rogers caught as usual
with a squall oblig'd to run before the wind

to take in sail supposed him aslup an strong wind and fair W. ~~making a gib~~

~~Repairing - For Top sail at 5 PM saw a shoal of Whales going fast to windward located~~
~~headed to no effect employ'd wetting the hold~~
~~employ'd wetting & making a gib repairing -~~

~~For Top Sail at 5 PM saw a shoal of Whales going fast to windward lower'd chain'd to no effect~~

Lat 4.22 N Long 195.1.30E

16 . . . Strong wind from the Ewd and flying squalls ship under moderate sail headed to NNE repairing - at 8 tack'd to SSE and finish'd the gib employ'd repairing Main T. Sail making yarn &c. nothing seen

Lat 4.35 N Long 195.00E

17 All necessary sail set headed from SSE to SW repairing . . . making spun yarn &c. two Fish seen

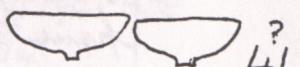
Lat 3.34 N Long 194.27.30E

18 headed to the Southwd watch employ'd repairing the Main Top Sail and F. T. S. making spun yarn &c

Lat 1.44 S Long 193.40E

19 . . . to the Southwd repairing the Main Top Sail & F. T. S. Sail finish'd both and shifted the M. T. S. at 8 am saw a shoal of Whales at 7 lower'd lasten'd to 7 Whales kill'd 3 lost 7 Harpoons one broke lost 80 fathoms line Stove two Boats myself on board unwell and no attendance from the Surgeon at 11 took Whales along side a Bark in sight to leeward

Lat 00.10 S



41

Sun. 20 . . . made sail to the Southwd ~~water~~
~~employ'd repairing the Main Top Sail and~~
~~F. T. S. making spun yarn &c~~

Lat 0.44 S

(MERCURY - Captain SPRAGUE of NEW BEDFORD)
DARK ROSE COFFIN - from HALIFAX
GANGES - Captain CLARK, of BRISTOL

90

at 4 commenced hoisting at 8 am tack'd to the Northwest
a Bark to windward Carpenter repairing a Strom
Lat 00° 49S Long 193° 39.2'E

20

21 Throughout a moderate breeze (as 19+20) from the Ewd
and fine wth all necessary sail set working to
windward PM a Ship and Bark to windward
am 10° Ship to leeward and one ahead at 11 spoke
the MERCURY SPRAGUE last^t of NEW BEDFORD
12 months out 300 barrels oil nothing seen
Lat 00° 26S Long 193° E

22 . . . working to the Ewd 10° Ship in company
shifted the Spanker watch employ'd -? 10° 4'
Sail in sight
Lat DR 00° 35S

(North of the PHOENIX ISLANDS?)

23 . . . throughout 10° winds and wth working Ship to
windward Ship in company Spoke the Bark
ROSE COFFIN from HALIFAX 10 months out
100 bbls am spoke the GANGES CLARK of BRISTOL
1900 bbls 27 months out a Ship to leeward
nothing seen
Lat 00° 38N

24 . . . working Ship to windward the GANGES in
company set the Span Yarn - lunch and 3
Spades and 5 lances repaired by the Armorer of
the GANGES 4 ships in sight watch employ'd
repairing the Spanker finished 10° some making
Span Yarn nothing seen
Lat 0° 30S Long 193° E

25 Throughout a moderate breeze from the Ewd and
fine wth Working Ship to windward watch
employ'd small jobs about the rigging
3 ships in sight
Lat 1° 17S Long 193° 00E

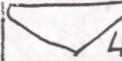
26 . . . all sail set working to the Ewd
watch employ'd about the rigging one ship
seen and Blackfish

Lat 00° 43S Long 193° 24E

91

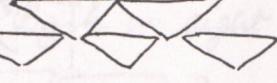
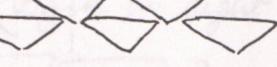
(Bark ^{LONA?} ~~LMA~~ Captain PRICE)

Sun. 27 Same as yesterday A

28  43 First part fine W. at 1 PM saw breaches to wd. 6 or 7 miles dist at 2 lower'd in pursuit of them at 5 returning to the ship saw a shoal of whales fasten'd to one and the others took off to windwd. . . . kill'd the whale at 7 took it alongside breaches to windwd and a shoal of whales ahead made all sail after them at noon lower'd in chase lost one Harpoon yesterday spoke the ^{LONA?} ~~LMA~~ Bark PRICE 9 months 30 bds Lat 00° 40S

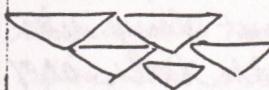
29  47 Throughout these 24 hours a strong wind from the ² and fair W. all sail set working to windwd and boats in chase fasten'd to two due from one and the other then took off to windwd chace'd to no effect return'd to the ship saw another shoal of whales put off in chase fasten'd to 5 kill'd 4 due from one at half past 6 took them along side and ship - sail out them in by 10 AM saw a breach to the southwd made sail and star'd for D° commenc'd bailing out 2 ships seen broad'd Cask Bread lost one Harpoon & 30 fathoms line Lat 00° 34S Long DR 193° 20E

30 Throughout fresh breeze from the Ewd and fine W. employ'd bailing out the oil fitting casks - &c working ship to the Ewd under moderate sail nothing seen

31 . . . 1 PM saw a shoal of whales  to windwd lower'd in pursuit  of them at 5 return'd without seeing them at 10 finish'd bailing at daylight commenc'd breaking out the after hold at 7 AM ² Whales to windwd at 8 lower'd in chase - the boats close to the whales no obs^{tr}

August 1st 1834

1st



First part 0° wind and W°
a great number of Whales in sight
and the Boats in chase at 5 - without success
a Ship in sight . . . middle and latter part
light airs employ'd stowing the Oil
Lat 00.49S Long $192^{\circ} 59E$

2 Throughout light airs and calms ship working to the two
employ'd stowing down Oil at 8 am saw Whales
lower'd in chase of them at noon still in pursuit
Lat by DR 00.40S

SUN 3



48 First part fine W° Boats fasten'd to two
Whales one parted from one and the harpoon broke in
the other got fast to one of them and kill'd 0°
Whales took off drac. & to no effect at 5 return'd
and cut in the whale . . .

(G. G. Gracie surgeon wished to leave the ship in Sydney)
10 am G. G. G. surgeon came with another proposition
and wish'd me to look at it when I refus'd as I
was busy

Lat 00.41S Long 192.59E
4 . . . working to the two. employ'd boiling out
the Oil at 1° finish'd Coopers setting up packs
filling 0° with Salt Water Porpoises seen
Lat 00.22S Long DR 193.00E

5 . . . employ'd small jobs Coopers setting up packs
reopening some of the 2° provisions and stowing 0°
down again at 7° saw a shoal of Whales to
windward going fast at 8° Whales 3 miles off
at 9 seven or eight Miles all sail set working
after them at 2° ahead 10 or 11 miles distance

Lat 1.20S Long by DR 193.20E

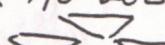


50

6 First part a fresh breeze from the Ewd and fine W°
1 PM saw another shoal of Whales going to windward
lower'd in chase fasten'd to 3 kill'd two

9

25



due from the third he went of spouting blood
at half past 4 took them along side cut them
in and took in the light Sails at 7 commence.d
boiling am Cooper setting up packs at noon
finishe.d boiling Lost 1 Harpoon . . .

Lat 1° 19S Long 193° 30

7 all necessary sail set working to windwd . . .
small jobs making spun yarn Coopers setting up Packs
took in the Dablt Boat and remailed her
Blackfish and Porpoises seen

Lat 00° 33S Long 193° 30

8 . . . working Ship to windwd watch employ.d
in small jobs about the rigging making spun yarn
Nothing seen

Lat 1° 8S Long 192° E

9 Throughout as yesterday setting the Hold
. . . Repairing Casks . . .

Lat 00° 26 Long 193° 5E

Sun. 10 Throughout 10° winds and 10° all sail set
working to windwd nothing seen

Lat 00° 6N Long 193° 00E

11 moderate breeze from the Ewd . . . am employ.d
repairing the Main Top sail making spun yarn &c
Blackfish and Porpoises seen broach.d a bolt
of canvas no 4

Lat 1° 2S Long 193° 10E

12 . . . working to windwd watch employ.d
repairing M & S making spun yarn &c
Blackfish and Porpoises seen

Lat 00° 35S Long 193° 00

13 Throughout 0° W . . . unbent the Fly Jib
and repairing 10° making spun yarn &c . . .

Lat 00° 26S Long DR 191° 30E

14 . . . steering from NW to SW watch employ.d
repairing Fly Jib . . . Carpenter repairing a
gig Boat . . .

Lat 00° 19S Long 190° 55E

(Ship MARIA THRACIA - Captⁿ CROKER of NEW BEDFORD
ADMIRAL COCKBURN - Captⁿ HINGSTON) 94

15 ... All sail working to the westward ... spoke the
Ship MARIA THRACIA of NEW BEDFORD CROKER Captⁿ
34 months out 1300 barrels oil
Lat 00° 31'S Long 190° 00'E

16 ... working to the westward D^o Ship in company
Supply'd her with 3 Casks salt provisions
reciv'd Packs in exchange 10 at 48/- per Tun
Lat 1° 10'S Long 189° 30'E

17 Throughout a moderate breeze from the Ewd and
fine Wnd all necessary sail set working to the
parted company with D^o Ship Parcels seen
Lat 00° 39'S Long 188° 50'E

18 Throughout D^o wind and Wnd steering of to the Westward
... at 11 spoke the ADMIRAL COCKBURN HINGSTON
1700 lbs oil
Lat 1° 20'S Long 171° 40'W

19 ... in company with 2 Bark nothing seen
Lat 1° 13'S Long 171° 50'E

20 ... D^o Bark in company nothing seen
Lat 00° 42'S Long 172° 00'W

(GILBERT ISLANDS)

21 working to the Ewd the COCKBURN in company
and a Ship to windward exchang'd one coil of
2 1/2 and 40 fathoms 2 1/4 Rope for one coil of 3 1/2
with Captⁿ HINGSTON a Fruback and blackfish seen
Lat 00° 3'N Long 171° 00'W

22 All sail set headed to S. Ewd making spun
yarn and rope for Points PM - in sight to
leeward
Lat 1° 25'S Long ?

23 First part a light breeze from NE and fine Wnd
headed to ESE middle part light air and
... a few showers of Rain latter part a
light breeze from ESE and fair Wnd
Ship headed to NE watch employ'd as yesterday
Parcels seen
Lat 1° 33'S Long PR 170° 45'W

Sun. 24 . . . All sail set headed NN Ewd nothing seen
 Lat. 00.11N Long. 170.35W

25 . . . All sail set headed to SE watch employ'd
 drawing and knotting yarns making spun
 yarn &c. nothing seen
 Lat 00.32S Long 170.15W

26 . . . Ship headed to the SE
 Lat 2.6S Long 169.30W
 (near OCEAN ISLAND)

27 Throughout a strong wind from NE and fine W.
 all sail set steering from ESE to SSE employ'd
 as yesterday. Saw fish & porpoises seen
 Lat 4.38S Long 168.8W

28 All sail set steering from SSE to S by E employ'd
 drawing and knotting yarns making spun
 yarn &c nothing seen
 Lat 7.8S Long 167.59W

29 . . . Carpenter repairing the 6 oard Boat
 . . . Broach'd a Cask Buff also one Pork
 Lat 9.9S Long DR 168.10 W

30  Throughout a moderate breeze from the
 Ewd and fine W. at 2 PM saw a large whale
 going fast to the SE at 3 he came up close to
 the Ship lower'd in chase before the Boat got
 near him he took off to the Northwest at 7 the
 Boats return'd steer'd SW by S . . . Carpenter
 repairing Boat
 Lat 9.46S Long 168.30W
 (East of the SOLOMON ISLANDS)

September 834

1 Throughout increasing Gale and hard Squales
 short. of sail as necessary course SSW am shortened
 to 2d Reef'd Main Top sail and Storm
 Sails nothing seen
 Lat 12.10S Long 170.31?

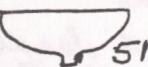
2 Throughout a strong wind from the Ewd
 and a high sea all necessary sail set

Course SSW 10am saw OTEEWHY ISLE one of the NAVIGATORS ahead at 11 saw a Bark to NW at Moon dist of Shore 2 Leagues

Lat 13.22S

3 Steering to the Westw'd. am trading for a few Hogs and Yams 0° Bark in sight

Lat 13.32S

4  Throughout variable winds and fair wth 51 Ship laying off and am trading for Yams Hogs Fum &c. at 10 spoke the Bark MONTREAL of LONDON STEWART Commander 10 months out 130 lbs at 3 saw a Shoal of whale lower'd fasten'd to two kill'd one and the other took of with the Shoal at Sun set out the whale didn't lost 10 fathoms line 1 Harpoon and 1 broke at 11 Boats return'd in hoisting up the Larboard Quarter Boat she split ... two lost one Harpoon one Lance Boat one ... knife oblig'd to take her in the Starboard³ at midnight took the whale along side at daylight cut 10° in Carpenter repairing the Boat dist off Shore 2 to 4 miles

Lat 13.32S

5 . . . Variable winds and fair wth Ship laying off and am trading at 2 PM saw the Barks boats of lower'd after them proved towing a dead whale kill'd the Day before at midnight commenc'd boiling at 11 am finish'd Carpenter repairing the Boat

6 . . . Ship of and am at OTEEWHY - small jobs . . . a strange Sail to SE east point 0° Isle SE by S 4 or 5 Miles

Lat 13.24S Long 173.32W

7 Sun. 7 Throughout a strong wind from the Ew'd and fair wth all sail set working up to MONONA ISLE for Hogs. At noon OTEEWHY to the N 5 Leagues

8 Throughout 0° winds and wth all sail set working up to MONONO ISLE watch employ'd

small jobs Carpenter repairing Boat nothing seen
MONONO ISLE NE 4 Leagues

9 . . . Working Ship up to D^o Isle close in the
South side Trading

10 Throughout variable winds and squalls
Ship laying off and on trading for Hogs
Coco Nuts & Fruit Carpenter repairing the Boat
sent 3 Boats for Coco Nuts

11 at 3PM the Boats return'd loaded with Coco
nuts W^m Miller deserted from the Boat
Mr. Rogers sent natives after him they pursued
him full speed into the bush at 5 a canoe
came of with W^m Miller the natives told me
before they took him he showed fight
settled with the Natives and set all sail
course South Middle and latter part light airs
and calms unbent the Split Gib and bent
another fitting a new 7 T.M. Sail . . .
Carpenter repairing the Boat

12 Latter part a strong breeze from SE and squally
headed SSW under moderate sail a killer seen
Lat by DR 15.11S Long D^o 173.35W

13 Throughout strong wind from SE and cloudy W^o
Ship under moderate sail headed SSW
at 7PM were Ship to ENE at 1 am were back
again at noon saw two sunken Rocks ahead
3 by W 3 miles and BOSCAWEND ISLE South 6 or 7 leagues
Lat 15.25S



Sun 14 . . . tack'd to the NE under moderate sail
at 10PM tack'd again at 8.30 felt a heavy
Earth ? made the Ship tremble as if
running upon Rocks

Lat 15.53S Long

15 June 10th all necessary sail headed from S
to S by E am employ'd breaking out the after
Hold and lowering down Oil nothing seen
Lat 18.09S Long 173.00E

16 Throughout a light breeze from the Ewd and fine W.
Ship headed to the southward employ'd unhooking
the salt provision bags and stowing the down
at 5 PM steer'd West at midnight saw VAVOO ISLE
W by $\frac{1}{2}$ S at 8am steer'd WSW Blackfish and Killers -
at noon LATE ISLE SW by W 6 leagues

Lat. 18. S

Long by the Cele 174. 40W

Long by Chron 173. 5. E

17 First part W wind and W $\frac{1}{2}$ course WSW
at 6 PM shorten'd sail and steer'd SW at 9am spoke
the Bark VENUS HARVEY came $\frac{1}{2}$ 1100 lbs more ship
to ENE in company Paroises seen
at noon LATE ISLE E by N 8 leagues

18 Throughout a strong wind from SE and clear W.
at 6 AM shorten'd sail to 2 $\frac{1}{2}$ reef'd Top Sail
at am tack'd to SSW at noon LATE ISLE SW by W
5 leagues steer'd WSW the Bark astern nothing seen

19 . . . ship under moderate sail steering SW
at 6 PM steer'd SSW watch employ'd in small
jobs fitting new straps for the running gear
nothing seen at noon steer'd West

Lat 20. 5S Long 176. 00W

20 . . . course W $\frac{1}{2}$ S employ'd in small jobs
am wetting the Hold Carpenter shifting the Boats
trusses watch setting jib boom gear at 6am saw
TURTLE ISLE ahead $\frac{1}{2}$ leagues at 10 saw reef
wearing out from the SW point $\frac{1}{2}$ or 10 miles

Lat 20. 7S

SUN. 21 Throughout a strong wind from the Ewd and
fair W. 4 PM saw a shoal of whales at half past
lower'd Boat close to them several times but could
not get fast at 7 Return'd shorten'd sail and
lay to the wind at daylight made sail and
steer'd WSW nothing more seen

Lat 19. 5S Long 177. 00W

22 . . . clear W. Ship under moderate sail course W

(Bark VENUS)

watch employ'd fitting the Fly Jib gear &
Porpoises seen

Lat 20.19S Long DR 178.30W

23 Throughout strong wind from the Ewd and cloudy
all necessary sail set course SW by W watch employ'd
in small jobs am unbent the main sail repairing
nothing seen

Lat 21.28S Long 175.0²E

24 . . . course SW by W at sun at shortened sail
to a main Top Sail and Fore Sail at daylight
made sail at 6 am saw HUNTERS ISLE WSW
10 or 11 Leagues watch employ'd upon the main sail
Carpenter making Boxes

Lat 22.28S

25 . . . all necessary sail set course SW finish'd
and bent the main sail am employ'd small
jobs Dr Gracie . . . he was well aware of my
being unwell at beg'd I would allow him to
prescribe for me having been ill ever since I left
New Zealand and these several days past hardly
able to get about the ship . . .

It seems to me by the conduct of J. G. Gracie
Surgeon that he has endeavoured to create a
Confidence on board of the ship and not
succeeding he is alarm'd at my going to Sydney
as I have threatened to bring him before the
Court I have been oblig'd to get the surgeon
of the Bark VENUS to prescribe for me and to
get medicine from him not daring to trust
my Surgeon

Lat 23.50S Long 169.40E

26 . . . Course SW by W employ'd about the rigging
painting the gaff & nothing seen

Lat 24.48S Long 167.37E

27 Throughout a strong breeze from the Ewd and
fine W. at 4 PM shortened in sail . . .

Bread & Lask of Bread

Lat 25.00S Long 165.11E

Sun. 28 First part a fresh breeze from the Ewd and fine W^N (J. J. Graeu again) It appears that J. J. is determin'd to set the Slips company at loggerheads if possible I have not spoken on the said subject or thought of it at daylight set all sail Fmbacks seen Lat 26.56S Long 161.15.45E

29 ... fine W^N at 8PM shortened sail to single reef'd Top Sails and Fore Sail course South on watch employ'd laying up a new cutting Fall out of 2¹/₄ rope Fmbacks seen Lat 28.47S Long 160.36.45E

30 First and middle part a moderate breeze from NE and fine W^N course W Latter part wind from NW course SW watch employ'd in small jobs Fmbacks seen Lat 28.52S Long 157.33.30E

October

1  Throughout a moderate breeze from the Southwd and fine W^N at 5PM saw a large whale ahead at 6 he came up 2 miles astern shortened sail and set all sail at 7 saw a Slip to windward Lat 29.25 Long 156.38.30E

2 ... at 3PM spoke the CAPE PACKET HINDSON com^o 1150 lbs oil he came on board at 10PM his Boat left about 10 minutes after we had set all sail for SYDNEY I suspected James Smith might have been smuggled of in the Boat sent the Officer of the Watch to look for him he could not be found - took the main Top Sail and set a light for the Bark sent Mr Wilson on board with a note to the Capt^o requesting him to deliver up the said James Smith as I suspected him a prisoner of the Crown at midnight the Boat return'd with the said James Smith set all sail and steer'd SW by Z at 8AM said Whales ahead at 9 lower'd in chase battu'd and kill'd 3 & went of myself although unwell

two Boats stove and 2 Ships in sight

Lat 29° 30S Long 156° 00E

50 60

50.00 54

(somewhere off POINT DANGER)

3. First part a light breeze and fine W.
at 2PM took the Whales along side at 3
commence.d cutting in got two Heads of and the
bodys in by 7 and shorten.d sail at 8 commence.d
boiling out the Oil at daylight commence.d cutting
in again latter part a strong wind from the
Northward and misting rain broke one ? and
the new Fall lost two Spades broke two
Harpoons

Lat by DR 29° 20S Long 155° 45E

4. . . misting Rain middle part thunder and
lightning wind ? to the Westward employ.d
boiling out the Oil at noon clear.d the Heads
a sail to SE

Sun. 5. Throughout light variable airs and fine W.
Ship headed various ways under short sail
employ.d boiling out Oil loosing back a Bark
in night

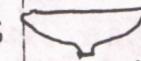
Lat 30° 27S Long 155° ?

6. . . fine W. Ship under short sail headed to the
Westward latter part a strong wind from the Northward
and misting rain employ.d boiling out the Oil
Coopers setting up Pads

Lat 30° 27S Long 154° 53E

7. Throughout a fresh breeze from the Northward and
fine W. Ship headed to the Westward at 7PM
wave Ship middle and latter part wind from
NW to SSW Course N by E at 10PM finish.d. Boiling
on breaking out the Run and knocking 10° down
nothing seen

Lat 30° 18S Long DR 155° 00E

8.  Throughout a moderate breeze from SSW
and fine W. Ship under short sail Course N by E

employed steering down Oil at 5.30 PM and a large Whirl
4015 miles distance he went down saw no more of him

Lat 29.17S Long 155.27.45E

9 First part a moderate breeze from NNE and fine wt.
Ship under short sail headed NW employed beating
down oil. Latter part a fresh gale from N-E and rain
at Moon the wind shifted to the Southwest
Breach'd a Cask Buff also one of Park no Obs^{tr}

Lat by DR 29.30S Long 156.00E

10 . . . moderating with mingling rain 1PM J G Grace
came to me and said I would allow him to
present for me myself a Bed Kuper He said he was
sorry for his past conduct and hoped I would not be
misure his character in Sydney as he would not be
able to get another ship when he leaves this saying
his bread depended upon his character and Profession
and he hoped it would not come before the
publick as he would do everything for me in his
power if I would Finding all his plans
of a Conspiracy failing and that he is likely to be
brought to a Trial and his character exposed to
the Publick he is a little alarm'd - at 4PM set single
raf'd Sails headed towards SYDNEY for Cash and
for the benefit of my health at 8 the wind shifted
the Misted and blowing a Hurricane took in
all Sail at 10am the last officer attempted to take
in the lee bow and waist Boat when the ship
broke them both under and washed them
both turn'd up and hoisted high up ship lay'd
gunwale under at 10am a very heavy sea struck
the W. Boat and broke the Boat all to pieces and
broke the Jib boom guys sent in Fly Boom
Lost 8 Harpoons 4 lances two spades 1 knife 30 fathoms
Whale line 27 fathoms lance Marp and 4 Harpoons
A large gun fell down the after Hold and broke
a Cask lost 6 bbl Oil

Lat by DR 29.40S Long 157.00E

11 Throughout the gale moderating made sail accordingly wore ship to WNW wind SW took in the larboard Quarter Boat
 Lat. 29° 30S Long DR 156° 33E

Sun. 12 First part a strong wind from SW and a high sea Ship under moderate sail headed WNW at 3am wind shifted to the Westward tacked to SSW at daylight set all sail. Latter part broke off to SSE took in Topg-Sails and ref'd the Top Sails Carpenter repairing the larboard Quarter Boat nothing seen
 Lat 30° 0S Long 156° 10E

13 . . . fresh breeze from SSW and fine w^t a high sea from the Southward Ship under moderate sail headed SE to SSW PM Carpenter finish'd the Boat an employ'd stowing down the remainder of the sail hoisted up the Casks that was broke by the gun firbacks seen
 Lat 30° 55S Long DR 156° 50E
 (Off NEW SOUTH WALES COAST)

14 . . . 8PM winds variable and hard squalls with thunder lightning and rain shortened sail to 2 $\frac{1}{2}$. Ref'd a Fore and main Top Sails latter part a bush gale from S by W Ship headed W by S set the Mizen Top Sail PM finish'd steering away the dry stores nothing seen noon set the Main sail. Lat 31° 21S Long 156° 6° 45E

15 . . . Ship under moderate sail headed to the Westward at 5am the wind shifted to the Westward wore ship to the Southward at 6 saw a shoal of Whales lower'd in chase fasten'd to two kill'd one and drew from the other whales took of shot to no effect at 10 took the whale along side cut him in by noon
 Lat by DR 31° 20S Long DR 155° 20E

16 . . . few showers of rain set all sail steering from S to SW at 3PM commenc'd boiling

out the Oil latter part wind shifted to the Southward
and blowing hard with squalls shorten'd sail
a ship to SW nothing seen finished sailing

Lat 31.41S Long 154.5E

17 . . . increasing gale from South and clear wnd
a sail in sight . . . at 10^{PM} pgs. d a Brig
at daylight saw the land of NEW HOLLAND 30⁴
leagues out tack'd to ESE Carpenter repairing
the studding

Lat 31.34S Long 153.22E

18 . . . light variable winds and calm headed ESE
8 am a light breeze from the N steer'd SSW
at noon wind increasing and squally out of shore
Lat DR 31.55S 10 leagues

SUN. 19 First part increasing gale and thick rainy wnd
course SSW at 6 PM saw the land bearing SW by W
took it for SUGAR LOAF POINT steer'd South
middle part a strong gale attended with Thunder
(off PORT STEPHENS?)

lightning and rain shorten'd sail as needful
at 10² steer'd SSW at 2 am wind shifted to WNW
wind moderating made sail and steer'd SW by W
at 2³ WSW sound NW the land in sight ahead
Brig astern latter part moderate and fine
Furbacks seen Moon dist of shore 4 leagues

Lat 34.19S

20 First part light airs from SE and fine wnd
all sail set course NNW SYDNEY HEADS NW by 3²
a ship coming out of D^o Port middle part wind
from WSW to WNW and fair wnd working the ship
towards the Heads PM bent the cables at 3 am
a very hard squall from WSW split the fore stay
sail and spanker all to pieces shorten'd sail
latter part a bush gale and very hard squall
the rope of the fore sail broke and split the sail
all to pieces now the HEADS WNW 3 leagues
throughout a bush gale from SW and hard squall

and a high sea slip under short sail endeavouring
to get into Port having only one cask of water on board
at 4PM split the Fore & maine Sails unbind them and
bent others at Sun the NORTH HEAD SW 3 miles
at daylight set 2^o Ref'd Top Sails and Fore Sail
at Moon moderating distance of Shore 6 or 8 leagues

Lat 33.53S

22. First part a strong wind from SW and cloudy ~~we~~
all necessary sail set headed SSE at 4PM the wind
shifted to the Ewd Steered for SYDNEY and
set all sail the man who secreted himself
in the [?] put in Tions for the purpose of delivering
him up at 6PM Pilot came on board > at [?]
~~from FORT DENISON~~ came to Anchor of PINCH BKT ISLE at 2 the
Pilot left the Ship at 8am hoisted the Jack

(see meeting - cut off pilotage her ^{between} ~~between~~ ^{they})
with 1700 lbs oil at 9 am I give Mr. Willow ^{orders} ~~orders~~
to get all ready for the Pilot and I went on shore
to the Pilot Office and requested they would
send a Pilot on board to take the Ship into
the COVE from thence I went to the Agent & then
to look for Captⁿ BROOKS Soon after WATSON
the Pilot came to me and told me he got
on board just in time to lower the VIGILANT
as the mate Mr. Willow was drunk and had
got the Ship underway without orders or a
Pilot on board and that he would have
cut two Ships to pieces and run the ship
on shore if WATSON the Pilot had not been just
in time to bring her up with an anchor

(See 1841 LETTERS FROM DEPTFORD - Samuel SWAIN)

23. Throughout fine we employ'd variously
knock'd down Four Tents being very rotten
to repair others NICHOLSON the Harbour Master
told me that he should fine me for running
the Ship into the Cove without a Pilot and
with Powder on board I told him I hoped

he would and ² oblig'd that he would as the
Mate had done it without my Orders
Captⁿ Nicholson said ² ought to look over it

24 Throughout fine W³. People employ'd variously
Carpenter repairing the Head Loopers repairing
Lashes &c.

25 People employ'd setting up the rigging with new
2 Standard looper repairing Casks Carpenter repairing
the Head sent on shore trade and two Lashes
Cut Tobacco to be sold at Auction on Captⁿ
BROOKS (MATILDA) and myself came on board
Mr. Wilson being a little the scarce for liquor
told me the People was grumblng about my
trade going on shore and that Mr. Wilson
would not go in the Ship again and if I did
not give him a discharge and notes for his
voyages he would swear his life against me
& dared him to it and order'd him about
his duty he was very indulting and would ²
told him I would take a . . . if I had . . .

Sun. 26 Fine W³ PM employ'd as yesterday sent on
| Shore Three Chain Cables Ascs Adges &c &c
| am People on liberty
(See 1841 LETTERS FROM DEPTFORD)

27 PM People on liberty are employ'd preparing the
Ship's sides for painting and ² up the Top
Mast rigging Carpenter repairing the Head
Loopers not return'd from liberty

28 Throughout fine W³ People employ'd as yesterday

29 Throughout fine W³ People employ'd breaking
out between decks Painting the Ship Loopers
repairing Lashes Carpenter making skids for
the Larboard bow boat &c.

30 Throughout fine W³ people employ'd stowing
between decks Painting the Ship
Loopers up ² Lashes Carpenter as yesterday

31 Throughout light winds and calms and

heavy squalls with rain people employ'd
stowing ² between decks &c. Carpenter making
Sheds ² Starboard bow boat sent on shore
the old ² and Mizen Top Sail

November

1st Throughout fine W^o. people finish'd between
2 and employ'd variously on board setting up
the bob stays Sail makers took measure for a
new Fore Sail Fore and Main Top Sail 3 on Shore
Fore Sail Two Fore Top Sails and ² being unsea
worthy stow'd the Coal Hold -- Palls and Hoops

Sun. 2 PM 40° employ'd all people with liberty
3 Fine W^o. PM on liberty all employ'd painting
setting up the rigging &c. Carpenter repairing the
Cook House

4 Throughout fine W^o. people employ'd as yesterday

5 Throughout fine W^o. employ'd painting the ship
paying the Bends Carpenter variously some
watering

6 Throughout fine W^o. People employ'd painting
the ship stowing water Carpenter breaking
up the old Sack Cabin Hands on liberty

7 Throughout fine W^o. People employ'd shifting
the spars from the Booms to the Waist
Stowing the after Hold with water

8 Throughout fine W^o. Hands employ'd
variously 7 Hands attending the court
of requests

Sun. 9 All Hands employ'd variously Boatsteers
fetting the new Boats getting of Water &c
7 Hands not return'd People at liberty

10 Throughout fine W^o. People on liberty
all Hands employ'd variously seven Hands
taken in execution for Debt 8 others on liberty

11 Fine W^o. throughout Bricklayers on board
repairing the Try Works most of the
People on shore on liberty

12. Throughout fair w^t watch employ'd variously
the other watch on liberty received on board
the new Sails viz. Fore Sails, Fore and Main T
Sails Sent on shore Andrew Shoemaker to lodgings
being sick

13. Throughout fine w^t watch employ'd variously
the other watch on liberty

14. Fine w^t watch on liberty watch employ'd on
board variously

15. Throughout these 24 hours [?] variously
PM Andrew Shoemaker died

Sun. 16. Throughout fine w^t PM watch on liberty
am at rest

Mon. 17. PM people at rest 7am Hands attended Funeral
of Andrew Shoemaker receiv'd on Board 10 Sh^tp

18. Throughout fine w^t Hands employ'd variously

19. Fine w^t throughout Hands employ'd variously
Wm Miller taken out of the Ship in execution
for a Debt of Twenty one Pounds Sterling

20. Throughout fine w^t at 9am removed the Ship
from the COVE and Anchor'd of BATTERY POINT
^{1980/1}
(near SYDNEY)
OPERA HOUSE Ship. d two Hands a lawyer after me to pay the
Debt of Wm Miller he being in Gaol refused.

21. Throughout fine w^t employ'd variously a
lawyer still annoying me for the Debt of
Wm Miller on MOAL the Agent advised me to go
in the Country for the purpose of keeping
clear of the Lawyers and come in on Sunday
and sail which I promised to do if he would
arrange my [?] and send my vouchers on
board which he promised to do

22. Throughout fine w^t am I went into the country
at 6 am Pilot removed the Ship and Anchor'd

(FORT DENISON) of PINCH GUT ISLE

Sun. 23. Throughout strong wind from SE and cloudy

24. Strong wind from SE and cloudy w^t
pm I came to town at 6am fired a gun

for the Pilot at 10am weigh'd anchor and stood out to sea Co. with the MATILDA
No Vouchers came on board

25 First and middle part a fresh breeze from the Southwd and fair W. unbent the cables and stow'd the anchors latter part wind from ENE tack'd to SE the MATILDA in company two ships to SW No Obs^{tr}

Lat by DR 33.55S Long DR 152.30E

26 First and middle part strong winds from the Northwd attended with rain thunder and lightning shorten'd sail as needful course E 1/2 S am moderating and -- employ'd in small jobs Fimbachs and Grampus seen the MATILDA in company

Lat 34.24S Long DR 154.30[?]E

27 First part light wind from the Southwd & fine W. all sail set course E by N -- squally -- shorten'd sail -- latter part wind from SW and fair W. course East MATILDA in company Fimbachs seen

Lat 34.4S Long DR 156.00[?]E

28 . . . strong westerly wind and fair W. course E ship under moderate sail watch employ'd in small jobs about the rigging Coopers repairing Cashes Fimbachs and Blackfish seen

Lat 33.55S Long 159.15E

29 . . . moderate breeze from SW and fine W. course E all sail set watch employ'd wetting the Hold the MATILDA in company Coopers repairing Cashes at 7 Steer'd SE by E Fimbachs seen

Lat 34.21S Long by DR 161.50E

Sun. 30 . . . moderate breeze from the Southwd and fair W. all sail set course SE by E . . . the MATILDA in company

Lat. 35.23S Long 162.35E.

December 1834

1 Throughout a moderate breeze from the Southward and fine W^W course ENE watch employ'd in small jobs about the rigging Cooper making a bushel Turnbacks seen the MATILDA in 0°
 Lat 35.1S Long 164.41E

2 . . . all sail set course from ENE to NE
 an unbent the Main Try sail and middle
 main 0° MATILDA in company
 Lat 34.34S Long by DR 166.00E

3 . . . light wind from SE to NE and fine W^W
 all sail set headed ENE to NNE at 2am
 tack'd to SE watch employ'd about the rigging
 MATILDA in company
 Lat 34.55S Long 166.3 $^{\circ}$ E

4 . . . moderate breeze from the Northward and
 fine W^W all sail set steering to the Ewd
 at 7am 0° Ship to windward manoeuvring as
 a whale was in sight being 6 or 7 miles
 distant down all Boats and pulled up to her
 a large whale came up close to the MATILDA
 was $?$ got fast and loose again whale took off
 to leeward all Boats in chase have our chance
 together at Moon in chase
 Lat 35.17S Long 167.30E

5  56 light wind from the Northward and
 fine W^W at 1.30 PM I got fast to the whale
 and kill'd 0° at 4 took him along side of the
 $?$ at half past commenc'd cutting in finish'd
 by 7 and shorten'd sail to single reef'd Top
 sail $?$ and turn'd to the Ewd at 9 commenc'd
 boiling out the Oil and cutting up the Head
 on the MATILDA in company
 Lat 35.22S Long 168. $^{\circ}$ E

6. Throughout variable wind and fine W^W
 working to the N Ewd under moderate sail

(MATILDA
Bark THAMER - Capt'n NORTH)

employ'd bailing out the Oil MATILDA in company
Finbacks Blackfish and Porpoises seen

Lat 34.49S Long 169.00E

7 Throughout a fresh breeze from E to SE and
fine weather Course NE at 9 PM finished bailing
Finbacks Blackfish and Porpoises seen
MATILDA in company

Lat 34.6S Long 170.10E

8 . . . Ship under moderate sail headed to
NNE at sun set shortened sail at daylight
made sail again Coopers setting up Oily Patches
watch shifting water

Lat 33.22S Long 170.30E

9 . . . moderate breeze from ESE . . .
all necessary sail set headed to the N Ewd
PM Coopers setting up Patches an employ'd
stowing the Oil down in the After Hold
MATILDA in company

Lat 32.36S Long 170.50E

10 . . . all necessary sail set headed to the South
employ'd wetting the Hold Strange sail in
sight ahead MATILDA in company Porpoises seen

Lat 33.22S Long 171.12E

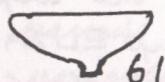
11 . . . at 1PM Spoke the Bark THAMER
Capt'n NORTH with 700 lbs oil at daylight
saw a shoal of Whales close to the Slaps
course down Boats fasten'd to Five cables
kill'd 3 down from one and another went
of with a Lance and Harpoon MATILDA got
one Whale and the THAMER one sent two
Whales to the MATILDA to make up for
the large Whale Lost one Harpoon and
one lance

Lat 33.38S Long 170.30E

12 Throughout a moderate breeze from the
Southward and fine weather at 1PM out in the
Whale at 3 commence'd bailing out the Oil

4 Carpenter making Coal Hold Porpoises seen
Lat 33° 26' S Long 170° 40' E

13 . . . Ship under moderate sail at PM finish'd
boiling employ'd cleaning the Coal Hold and
stowing down Oil Timbers killers and Porpoises seen
Lat 33° 18' S Long 170° 50' E



14 Throughout light wind from the Ewd and fine litⁿ
am employ'd stowing down the Oil at 2 secⁿ ?
to windwd lower'd in chase fasten'd to 5
hull'd 4 and the Harpoon strap parted
Whales took off came on board myself and
finish'd stowing ? at 10.30 took the whale
along side at 1 am got all clear for cutting in
at 5 commence'd ? finish'd lost 2 Harpoons
broke 2 D°

Lat 33° 39' S Long 170° 3' E

15 Throughout light variable winds and the
most part fine litⁿ at 1 PM commen^d boiling out
Oil -- Coopers making breaches out of old Packs
for to clear the Coal Hold a Ship in sight SE
Blackfish and Porpoises seen

Lat 33° 31' S Long 170° 50' E

16 . . . light wind and fine litⁿ employ'd . . .
out the Oil Coopers making breaches out of oily
~~Packs~~ setting up packs & all sail set headed to SE
A Sail in sight to windwd at 4 PM secⁿ her
ahead at sun set shorten'd sail am the MATILDA
and a Bark in sight. Blackfish and Porpoises
seen Lat 33° 38' S Long 171° 3' E

17 . . . fine litⁿ at 4 PM I went on board the
MATILDA to get a few small Casks in exchange
for a Large am got 7-40 gall Casks for Coal Hold
gve Captⁿ BROOKES 3 bushels Rice and 30 fathoms
old whale line spoke the Bark W^M 4th. from
HOBART TOWN 6 months out 700 lbs oil Coopers

(Ship ELIZABETH - Capt'n FOWLER, from SYDNEY)
 MATILDA
 ELIZABETH

Setting up Tern Packs Finbacks Blackfish and
 Porpoises seen Broad. d a Cask Beef also
 one Pork

Lat 33° 40'S Long 171° 50'E

18 . . . variable winds and fine weather.
 employ'd boiling out the oil cooper setting up
 packs at 2 spoke the Ship ELIZABETH Capt'n
 FOWLER from SYDNEY 5 months 600. bbls oil
 at 3 saw a large whale down all boats in
 chase at 6 return'd without success at 11
 finish'd boiling and ^{and} stowing down oil in
 the hold ^{and} MATILDA and ELIZABETH
 in sight Finbacks Grampus and Blackfish
 seen Lat 33° 31'S Long 171° 30'E

19 Throughout fine weather. steering various courses
 employ'd stowing the Fore Hold at 6 PM
 closed 100 with oil am stowing oil between
 decks at 10 finish'd at 11 saw a shoal of Whales
 going fast to SW down all boats in chase
 MATILDA in company Broad. d a Cask Flour

Lat 33° 35'S Long 170° 50'E

20 . . . fine weather. Boats in place at half past
 5 return'd without success two strange sail
 in sight MATILDA in company am steering
 various courses Porpoises seen

Lat 33° 38'S Long 170° 30'E

21 . . . light variable winds and calms
 with drizzling rain shorten'd and made
 sail as necessary steering various courses
 MATILDA in company Piffs. d a Bark
 AM the THREE KINGS in sight to the Ewd
 8 or 10 leagues Finbacks and Porpoises seen
 no Obst.

22 . . . fresh breeze from SSE and drizzling rain
 at times Ship under moderate sail
 steering from W to WNW piffs. d two Barks
 at sun set shorten'd sail and luff'd

to the wind an made sail and sturd to the Northward Coopers setting up American Packs Firbacks and Porpoises seen

Lat 33.12S Long 170.58E

23 Throughout light airs from the Ewd and fine W. Ship under moderate sail headed various courses MATILDA in sight watch employ'd variously cooper as yesterday an making small breaches

Lat 33.45 Long 170.55.30E

24 . . . light breeze from the Ewd and fine W. Ship tided to the Southwd MATILDA in company watch employ'd in small jobs about the Rigging unbent the Main & Top Sail and bent the New Sydney an sent on board the MATILDA a Large Stream Anchor on the largest Casks Broad the old Main Top Sail and three 2 1/2 inch Planks 20 feet long chain cable having sent on board at Sydney Porpoises seen

Lat 33.44S Long 170.50E

25 . . . moderate breeze from the Ewd and fine W. First and middle part headed to the Northwd MATILDA in company Received from Capt'n BROOKES one bolt canvas m't a few yards of Bung Cloth

Lat 33.53S Long 171.10E

26 . . . a high swell from NE the MATILDA in company at daylight tack'd to the Southwd at 9am tack'd back again at 11 saw a large whale to windwd lower'd in three whale tools of to windwd at 2 wind increasing very fast and a high sea call'd the Boats on board and shorten'd sail to 2^d Reef'd Top Sail Firbacks and Porpoises seen

Lat 33.00S Long 171.20E

27 . . . bush gale from ^{East} to SSW and a high sea PM shorten'd to storm sails heading from NNE to SE washed away the Head rails and Board

(MATILDA
ELIZABETH - Capt^u CURRY)

am MATILDA out sight

Lat 33.23 Long 171.45E

Sun. 28 First and middle part decreasing gale
Letter part fair wth Ship headed to the S End
made sail as needful at daylight put out the Bo[?]
no ship in sight

Lat 33.245 Long 171.56E

29 ... moderate breeze from the S. End and hazy wth
at 7PM saw the THREE KINGS bearing SSW - 4 or 5 leagues
steer'd NE at daylight sail - to NW at 11 am saw
a ship ahead employ'd - the Hold Porpoises seen

Lat 33.273 Long 173.2E

30 ... moderate breeze from the End and fine wth
at 5PM saw a large whale to windward and
Strange Ships Boat fasten'd to 10° at sun set
Boats return'd having lost the whale and
three Boats ... at sun set shortened sail
at 9PM sent a Boy to see what ship prov'd the
ELIZABETH CURRY Conv[?] 1800 lbs am in company
set all sail headed to ?

Lat 33.203 Long 173.30E

31 Throughout these 24 hours variable winds and
fire wth ELIZABETH in Company Capt^u CURRY
inform'd me that last Sunday and Monday
he saw a large ship going to the End with
all sail set and by the description it was
the MATILDA bound to the CURTIS ISLES from
which the ELIZABETH had just return'd
being there a great number of ships and saw
whales at noon saw the NORTH CAPE SW 6 or 8 leagues
steer'd of to the westward

1835

January 1 First part a light breeze from NE and fine wt
 steering to the Westward at sun set NORTH CAPE S
 and a Bark close in shore the ELIZABETH in
 company Course NW latter part a fresh breeze and
 cloudy wt Three ships in sight Finbacks seen
 at noon the THREE KING ISLES bearing SW 7 or 8
 leagues Course W by N

2 ... Strong wind from NNE and rainy wt
 course W by N at 6 AM shortened sail and stood
 2 by W ... moderate breeze from SW and fine wt
 set all sail steering NNE at 9 AM caught sight of
 the KING ISLES Finbacks seen
 Lat 33.23 E

3 ... brisk wind from the Southward and cloudy
 a high sea running ship under short sail
 headed to the Westward at 9 PM took in the lee
 Row Boat watch employ'd as useful nothing seen

Sun. 4 Throughout wind from the SE to SW and fair wt
 all necessary sail set working to the Southward
 PM pass'd a ship going to the Westward
 nothing seen

Lat 32.58 S Long 171.36 E

5 - light breeze from SW to W by S and fine wt
 all sail set headed from SE to SW by S
 watch employ'd in small jobs about the rigging
 Finbacks and Grampus seen Beach'd a cask
 Buoy also one of Porpoise

Lat 33.32 S Long 171.35 E

6 First part a moderate breeze from - all sail set
 headed SW by S at midnight wind shifted to
 the Southward more ship to -- shortened sail to
 single reef'd Top Sails and Fo -- watch employ'd
 in small jobs latter part wind blowing strong
 from SSE and clear wt. Gulls and Porpoises seen

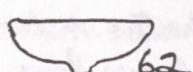
Lat 33.46 S Long 170.40 E

7 ... moderate breeze from SSE and fine wt

headed 95W watch employ'd in small jobs about the rigging Carpenter repairing an old?

Lat 33° 55'S Long 168° 53'E

8 Throughout a light breeze from the Northwest
 ... steering to SW under moderate sail
 at 6 am saw two large Whales at 7 lower'd
 in chase after a long pull faster'd and
 kill'd one at noon the Boats? with the Whale

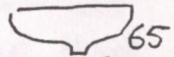
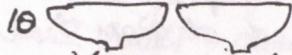


Lat 34° 10'S Long 167° 50'E

62

9. ... fair W? took the whale along side
 at half past commenc'd cutting in finish'd by
 6 and shorten'd sail commenc'd boiling out
 the oil

Lat 34° 59'S Long 167° 5°



65

10. Throughout a moderate breeze from the Ewd
 and fair W? at 1PM saw a shoal of Whales
 at 2 lower'd faster'd to 5 kill'd three
^{The line parted from the other at 5 PM}
 drove foul one and took the whales along side
 cut one by 8 still boiling and cut in the other

Lat 35° 00'S Long 167° 30'E

Sun. 11. ... ship under short sail at 7PM wore ship
 to the? employ'd boiling out the oil shifting
 water cooper? casks nothing seen

Lat 35° 50'S Long 166° 53'E

12. Throughout a fresh wind from NE and hazy W?
 boiling out shifting water stowing oil between
 decks nothing seen

Lat 35° 50'S Long 166° 30'E

13. First and middle part a strong wind and
 cloudy W? ship under moderate sail headed
 NNW employ'd boiling out the oil stowing down
 to at 8PM finish'd boiling am set the top sails
 employ'd stowing down Porpoises seen

Lat 35° 33'S Long 166° 26'E

14. - - - moderate breeze from the Ewd and cloudy W?

Ship under moderate sail at 8 PM finished trimming down the oil ship headed to the Northwest at daylight more ship to SE latter part employ'd breaking out the Bread and starting & found one Cash Bread very bad obliged to throw over board? lbs. nothing seen

Lat 35.10S Long 166.30E

15 Throughout a strong wind from the N Ewd and cloudy W. PM finished starting the Bread and fitted the casks for oil am setting up packs fitting Whaling gear &c.

Lat 35.9S Long 166.00E

16 . . . and showers of rain Ship under short sail at 6PM a ship to the Ewd. latter part a moderate breeze and fair W. at daylight made sail watch employ'd fitting Whaling gear setting up packs &c nothing seen Lat 35.10S Long 166.45E

Sat. 17 Throughout variable winds and showers of rain Ship under moderate sail working to the N Ewd PM setting up packs

Lat 35.00S Long 167.40E

Sun. 18 First part a strong wind from the Ewd and rain shortened sail headed to NNE latter part a moderate breeze and fair W. set all sail at 8 am tack'd to the Southwest Blackfish and Porpoises seen Broach'd a Cash of Buoy also one Pork

Lat 35.1S Long 168.10E

19 Throughout fine W. at 4PM spoke the Bark MARY ANNA? CLAIR from HOBART TOWN am set all sail to the North Porpoises seen Lat 34.28S

20 . . . Ship headed to the Northwest . . . sail at daylight more ship to the Southwest watch employ'd in small jobs about the rigging Coopers Mate setting up the American packs for water

Lat 34.12S Long 168.2E

21 Throughout a fresh breeze from East to NE
Ship under moderate sail headed to the southeast
and employ'd shifting Water from the Main to
the Fore Hold nothing seen long 169.² E

22 ... fine W^W Lat 35.³⁰S long 169.² E
watch employ'd shifting $\frac{1}{2}$ forward
at sun set shorten'd sail to $\frac{1}{2}$ Ruff. & Top Sails
and Fore Sail headed to the Ewd. at daylight
set all sail water employ'd fitting gear for
homeward passage looper mate repairing an
old Boat nothing seen

Lat 36.00S Long 171.³⁸E

23 Ship headed to the NE at 6 PM Spoke the
LADY BLACK? Capt^u ALBOT 1000 lbs
at sun set shorten'd $\frac{1}{2}$ at daylight puffs'd
a Brig at 8 am saw a School of Whales
going East to the Northwest lower'd in chase
at 11 return'd without success

Lat 35.52S Long 172.00E



Sat. 24 Throughout a moderate breeze from NW and
fine W^W all sail set working to windward
at 1 PM $\frac{1}{2}$ NEW ZEALAND to the Ewd at 3
tack'd to WSW employ'd in small jobs
at sun set shorten'd sail at daylight set all
sail at 8 am tack'd to $\frac{1}{2}$ Finbacks and Porpoises
seen Lat 35.52S

Sun. 25 Throughout variable winds and calms
Ship headed $\frac{1}{2}$ 10° to the Ewd
 $\frac{1}{2}$ or 10 leagues Finbacks Grampus and Porpoises seen
Lat 35.47S

26 Throughout wind from the Ewd and fair W^W
steering various courses at sun set shorten'd
sail at daylight set all sail course NW by W
 10° Brach in sight Finbacks and Porpoises seen
Lat 35.30S Long 172.00E

27 Throughout light airs from SE and fine W^W
course NW by W employ'd in small jobs about the

rigging 0° Back in sight Finbacks Blackfins and
Porpoises seen

Lat 35.11S Long 171.45E

28 Throughout light variable winds and calms
course from NW to NW by W 0° Back in sight watch
employ'd in small jobs about the rigging
nothing seen

Lat 34.53S Long 171.30E

29 First part a light breeze from SE and fair W.
course NW at 6PM saw two large Whales going East
to SE lower'd in chase at 7.30 return'd
shorten'd sail headed to SE at daylight made
sail and steer'd NW at 9 am NNW at noon steer'd
NE by N with a fresh breeze

Lat 34.20S Long 171.00E

30 Throughout a fresh breeze from ESE and fair W.
course NE by N at sun set shorten'd sail to single
ref'd top sail at 10PM ref'd ⁴⁴ to NE at daylight
set all sail at 7 am the THREE KING ISLES bearing
S by E 5 or 6 leagues nothing seen

Lat 33.45 Long 172.13E

31 First part a strong wind from ESE and fair W.
Ship headed NE under moderate sail middle
part wind increasing reduced sail as needed
latter part a fresh gale and a high sea from NE
Ship under storm sails took in 3 Foremost Boats
nothing seen

Lat 32.55S Long 173.30E

February

1. Sun. 1 First part a gale from SE and a high sea
latter part moderating made sail $\frac{1}{2}$ round
from South ship headed ESE at 11 am round
increas'd to a gale brought the ship $\frac{1}{2}$
Storm Sails

Lat 33.6S Long 173. $\frac{1}{2}$ E

2 First part a fresh gale from SW and clear W.

Latter part a moderate breeze from South and $\frac{1}{2}$ W. at 6 am saw a shoal of large whales lower'd in chase fallen'd to two runs from one and kill'd the other at Moon Boats in chase of the whales

Lat 33.30S Long 174.20E

66

3 Throughout a moderate breeze from the Ewd and fine W. at 1 PM took the whale along side at 2 commenc'd cutting in finish'd by 5 at 7 commenc'd boiling out the oil lost one Harpoon and a lance

Lat 33.28S Long 174.20E

67

4 Throughout a moderate breeze from the Ewd and fine W. at 1 PM a large whale to windward at 2 lower'd in chase fallen'd and kill'd $\frac{1}{2}$ one Boat badly stove at half past 6 took the whale along side shorten'd sail and got it clear for cutting in at daylight commenc'd and finish'd by Moon. Broach'd a cask Buoy also one of Pork from pufses seen no Obs ^{ta}

5 Throughout a strong wind from the Ewd and $\frac{1}{2}$ rain at times employ'd boiling out the oil at 6 PM were ship to SSE at daylight saw a sail to windward ship under 2^d reef'd Top Sails

Lat 34.10S Long 173. $\frac{1}{2}$ E

6 Throughout a fresh breeze from the Ewd and fine W. employ'd boiling out the oil am staving oil and staving 10° between decks nothing seen

Lat 34.13 Long 173.45E

7 Throughout these 24 hours a moderate breeze from the Ewd and fine W. employ'd staving down oil at $\frac{1}{2}$ PM finish'd boiling at 6 p.m. &c

two Barks bound to the Westward. am saw another Sail to the Northward Black fish seen

Lat 34° 33' Long 173° 50E

Sun. 8 . . . moderate breeze from ESE to SSE and fine lit.
Ship headed from NE to E PM finished steering down
at a Ship in sight an Carpenter repairing the storm
Boat a carcass in sight Broach'd a lash flour
and two whale lines condemned two

Lat 33° 39S Long 173° 55E

9 First part a moderate breeze from the Ewd and fine lit.
Set all sail and steer'd to the Westward
at sun set tack'd to the Ewd and shorten'd sail
middle part a bush Gale Ship under storm Sails
Latter part showers of rain nothing seen

Lat 33° 38S Long 174° 00E

10 Throughout a bush Gale from the Southward and
rain at times Ship headed to the Ewd
at 8PM took in the Main & Sail laying under
Stay Sails

Lat DR 33° 25S Long 174° 30E

11 First and middle part a bush Gale from the
Southward and flying showers of rain and a
high sea Ship headed to the Ewd under storm
Sails latter part moderating more Ship to SW
and set 2^d reef'd Top Sails during the night broke
the Head rail and wash'd away the boards

Lat 32° 23S Long 176° 14° 15E

12 First part a strong wind from the Southward
and a high sea headed WSW at daylight
tack'd to SE watch employ'd in small jobs
about the rigging Carpenter repairing the Boat
a Ship pass'd to the Ewd

Lat 32° 33S Long 176° 00E

13 Throughout a bush breeze from the Southward and
fine lit. at 6PM spoke the American Ship MINERVA
SMITH 17 months out 650 lbs SMITH Commander
nothing seen

Lat. 32° 59S Long 175° 45E

14 Throughout a light breeze from SE and fine W²
at sun set tack'd to SW. Ship in sight to
leeward watch employ'd as usual nothing seen.
Lat. 32.12S Long. 174.00E

Sun. 15 Throughout the wind from South to East and
fine W². all necessary sail set working to SE
Porpoises seen

Lat 33.56S Long 175.2E

16 Throughout light variable winds and fine W².
working Ship to the Southward watch employ'd
cleaning Muskets

Lat 34.12S Long 174.40E

17 Throughout light variable winds and fine W².
all sail set working to the Southward.
at 5 PM saw a brace to windward working
the Ship to windward two Barks to leeward
Ship to the Ewd at 8 am saw braces to leeward
stern'd for them until 11.45 am saw no more
and luff'd to the wind

Lat 34.19S Long 174.2E

18 The first part a moderate breeze from² and fine W²
all sail set headed SSE ² part a strong wind
from North shorten'd sail to 2^d reef'd
2 Top Sails and Fore Sail headed West
Latter part moderating and the wind veering
to the Ewd. Ship headed from ESE to N²
all sail set Two barks to leeward Grampus seen
saw Broach'd a Cask of Beef also one of Pork

Lat 34.30S Long DR 176.12E

19 Throughout a strong wind from the Ewd and
thick W². Ship under moderate sail headed
to NNE 0M Two Barks to leeward Blackfish seen

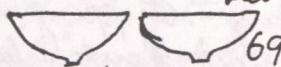
Lat 33.7S Long DR 176.25E

20 Throughout a strong wind from the Ewd and
thick W². Ship under moderate sail headed
to SSE watch employ'd in small jobs about the
rigging nothing seen

Lat 33.53S Long 176.37E

21  Throughout a strong wind from the Ewd and clear W. Ship headed to SSE under moderate sail at 5 am saw a large whale lower'd in chase of 8° the waist Boat got upon the whale and was stow'd without starting a Harpoon the whale took off to leeward chase'd to no effect at dusk came on board and shorten'd sail at daylight made sail at 7 am saw a shoal of large whales at 8 lower'd fasten'd to one and the line parted lost 3 Harpoons and 20 fathoms line the whale took off after a long chase fasten'd and kill'd two at noon the Boats in chase Broach'd a Cask Flour

Lat 34.20S Long 176.30E



69

Sun. 22

Throughout a strong wind from the Ewd and a high sea at 2PM took the whale along side at 3 commenc'd cutting in cut an Head of and have the body in and commenc'd upon the other got the Head partly of and it. tore out at 10 commenc'd boiling an cutting in the whale Hooks broke and tore out with the? lost 6 Harpoons and broke two Hooks

Lat DR 33.50S Long 176.10E

23 Throughout a fresh gale and a high sea at 5PM got all in lost 3 bbls Case by the Hooks tearing out employ'd boiling at night cut up the Junks

Lat 33.8S Long 176.25E

24 Throughout these 24 hours a fresh gale from SE and a high sea ship under short sail headed to ENE employ'd boiling out oil nothing seen

Lat 32.19S Long 175.43E

25 Throughout a fresh gale from SE to E by S and a high sea at 6PM wore ship to the southward at 4 am finished boiling latter part employ'd stowing down oil between decks nothing seen

Lat 32.20S Long DR 175.50E

26 First part a strong wind from the Ewd and a

High sea Ship headed to the Southward under
short sail employ'd stowing down oil
Latter part more moderate made sail finish'd
stowing down nothing seen

Lat 33. 20S Long 175.00E

27 Throughout a fresh breeze from the Ewd and
a high sea ship headed to the Southward
under moderate sail at 10 am saw CAPE BRETT
bearing SSW distance 5 or 6 leagues

Lat 34. 46S

28 Throughout wind from the Ewd and fair W.
at 2PM bore up for the BAY OF ISLES bent the
Cables at 3.30PM anchor'd in WAHPOOA BAY
and pay'd out 70 fathoms chain an employ'd
about the rigging Stripping the Top Masts
Jib Boom and Bow Spirt found the Jib boom
Bow Spirt and Fore Jib yd rotten oblig'd to
send yd man on shore to fish Coopers setting
up packs for the Water sent a raft on shore

March 1835

1st Throughout a brisk wind from the Ewd and
a few showers of rain several ships laying
in Port refitting Hands on liberty

2 Throughout S^o wind and W. employ'd refitting
the rigging Carpenter about the Spars Coopers setting
up packs filling Water on Shore &c. Sent on Shore
one hundred muskets to Mair & Pauditch to be
sold on commission sold two boats to
SARAH & ELIZABETH (WILLIAM SWAIN aged 55 - Enderby
& Sons - See "Whale & Destiny", E. a. Stackpole
1975 - National Library, Canberra)

3 Throughout a brisk wind from the Ewd and rain
at times employ'd as yesterday

4 Throughout a brisk gale from the Ewd and
rain sent the Spare Try Pot on shore for sale
a Boats crew Watering

5 Throughout a brisk gale from the Ewd and rain

at times Hands employ'd in sundry jobs about the rigging getting on board Water examine'd the Bow Sprit found to be very rotten got it cut sent it on shore oblig'd after examination to condemn it

6 Throughout fair W^e employ'd refitting the rigging Two Boats rowed on shore hauling a Spar out the Bush for a Bow Sprit Blacking the Boards & hired a Carpenter

7 Throughout fair W^e employ'd refitting the rigging Carpenter making a Bow Sprit hired two Carpenters to assist

Sun. 8 Throughout hands on liberty HMS. HIACYNTH anchor'd in CORORADICA BAY

9 Throughout the wind from the Ewd and fair W^e employ'd getting on board Water and stowing it between decks Carpenters making a Bow Sprit

10 Throughout wind from the Northwd and fair W^e Hands employ'd as yesterday

11 Throughout wind from the Northwd and fair W^e employ'd painting the Ship fitting rigging Carpenters making the Bow Sprit a Blacksmith employ'd about the Iron work

12 Throughout bush sounds from NW and showers of Rain Carpenter making the Bow Sprit upon the Steering wheel at 6PM discharge'd the two Carpenters

Friday 13th Throughout a moderate breeze and rain at times got the Bow Sprit and put it in employ'd fitting it

14 Throughout mixing rain employ'd fitting the Bow Sprit setting up rigging &c.

Sun. 15 First part fair W^e latter part rain Hands on liberty

16 Throughout variable sounds and rain at times Hands employ'd setting up rigging set up Fore & Main Top Gall mast and yards myself and Boys getting on Board Potatoes when I came on board Mr. Wilson was in his Bed Cabin and the Doctor said he was ill eating Peppys more like drinking Rum

(Ship CLARKSON of NANTUCKET - Sept 18th PLASKET)

17th Throughout variable winds and showers of rain
Employ'd fitting the rigging myself and Boys getting
on board Patches Wood and Planks bending Sails

18 Throughout fair W^E employ'd stowing away Patches
and clearing the Deck for sea

Thursday 19 Throughout light winds and fine W^E
at daylight set all sail weigh'd the Anchor
with a light breeze from SE working out the
BAY OF ISLES fired a Salute of 3 guns
(HOMEWARD BOUND)

20 Throughout light variable winds and fine W^E.
8PM pass'd to the Ewd CAPE BRETT at 9am the
POOR KNIGHTS SE by S 5 leagues distance
Lat 35.16S Long 174.54E

21 Throughout light variable winds and calms
all sail set working to the Ewd water employ'd
in small jobs Porpoises seen
Lat 35.8S Long 175.35E

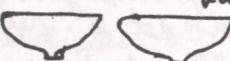
Sun. 22 Throughout light variable winds and showers
of rain Ship under moderate sail working to the Ewd.
Lat 35.18S Long 176.00E

23 Throughout light variable airs and calms
PM Rain am fine W^E. Oil coming up in the Pumps
Broke out the Oil in the Main Hatchway
Found one the Tanks half leaked out pumped
out the remainder and hoisted it upon deck
Found it was the Bung Hole at the bottom
repaired & stow'd it down again
Blackfish Grampus and Porpoises seen
Lat 35.30S Long 176.10E

24 First part a moderate breeze from the Ewd and
fine W^E. employ'd restoring the Oil and Water
Ship headed to the Northwest latter part a
bush wind and rainy W^E at 9am Spoke the
Ship CLARKSON of NANTUCKET 10m PLASKET Com^t.
7 months out 800 lbs Grampus seen
Lat 34.30S Long 176.00E

25 First part increasing gale and rain Shorten'd storm
Sails & Ship in company headed to the Northwest
took in two Boats latter part moderating
at daylight wore Ship and set 2^d reef'd Topgall.
and Fore Sail if wind from NE headed ESE
O Ship toward

Lat 34 26S Long 176.00E



26 Throughout a moderate breeze from the Northwest
and a few showers of rain Ship under moderate
sail headed to the Ewd watch employ'd in small
jobs about the rigging at 11am saw a large Whale
to leward lower'd in chase at noon Boats still
chasing several Whales in sight

27 Throughout a light breeze middle part rain
still in chase of the Whales Satten'd to one whale
and the Boat was badly stove out the line
satten'd to another he run until dark 3
spouting Blood and was oblig'd to cut him 3
lost 4 Harpoons 20 fathoms line and 3 oars also
shorten'd sail an made sail watch employ'd
about the rigging Carpenter repairing the storm
Boat

Lat 33.35S Long 176.20E

28 Throughout a brisk wind from the Northwest
and at times Ship headed to the Ewd
at sun set? to 2^d reef'd Main Top Sails
at day light made sail watch employ'd fitting new
Tullock shan Carpenter as yesterday nothing seen

Lat 34.44S Long 176.35E

Sun. 29 First part and middle part a brisk wind from
North to SW and rain shorten'd sail as necessary
headed from E by N to NE Carpenter finish'd the Box
put her out an set all sail course NE
nothing seen

Lat 34.47S Long 179.11E

30 Throughout a brisk gale from the S. Ewd PM rain

an clear wst Ship under short sail course NE by E
took in the larboard Boats at midnight shortened to storm sails and luf'd to the wind
lay up ENE nothing seen

Lat 33.59S Long DR 179.5° E

31 Throughout a bush Gale from SE and fine cloudy
wst Steered NNE and set 2^d reef Fore & Sails
at sun set took in D° at noon luf'd to the wind
lay up NE to ENE nothing seen

Lat 32.29S Long 179.20 West

April

1st April 1835

Throughout a strong Gale from ESE and cloudy
wst under storm Sails headed NE at midnight
2 Starboard Boat and wore Ship nothing seen

Lat 32.11S Long 179.3° W

2 First and middle part a bush Gale and a
high sea Ship under storm Sails headed to
the N End latter part moderating set 2^d
reef'd Top Sails unbent the main Top Sail
and middle Seaming D° leaving new running
gear &c. nothing seen

Lat 31.42S Long 179.6W

3 First part a strong wind from SE and fair wst
Ship headed to NE under moderate sail
at sun set finished the main T sail bent D°
and wore Ship latter part wind from SSW
and fine wst set all sail headed SE
unbent the Fore T sail middle seaming D°
fitting new futtock shroud making spun yarn
&c. nothing seen

Lat 31.53S Long 179.10W

4 First part a moderate breeze from SSW to SW
and fine wst all sail set headed to SE
at sun set finished the Fore T sail bent and
set D° middle part squally shortened sail
to 2^d reef'd Top Sails and Fore Sail at 4am

roke of East wou Slip to SW at 7 am pfs. d a
Ship bound to the End latter part unbent the
Fore Sail made scaming 0° setting out futtock
Shrouds reaving new running Gear &c.
at am were Slip to the End Parcels seen

Lat 32.20S Long 178.45W

5 Sun. First and middle part wind from South to SSW
and fair W. Ship under moderate sail headed
from ESE to SE and sun set finished the Fore sail
and bent 0° and set it latter part a bush
wind from SW and equally shortened sail as
necessary nothing seen

Lat 32.57S Long 178.00W

6 Throughout a bush Gale from SSW to SSE and
hard squalls headed to the End under
Storm Sails took in the Lashoard Boats
am fitting new brace block straps and
reaving new braces

Lat 33.16S Long DR 177.00W

7 First part a bush Gale from SE by S and cloudy W.
Ship under Storm Sails and headed to the End
middle part moderating set 2^d Ref. d Top sail(s)
at 4 broke of ENE took Slip and f? out the Boats
latter part moderating made sail unbent the
mgn T sail middle scaming 0° fitting Spanker
wing Futtock Shrouds making spun yam &c
nothing seen

Lat 33.14S Long 176.30W

8 Throughout a moderate breeze from SSE and fine
W. employ'd unbending the Old Sails and
bending new finished the Mizen T sail bent
and set 0° am employ'd bending Sails setting
up the Top Mast rigging reaving and fitting
Gear &c. nothing seen Broach'd a Cask Baff
and one Pork

9 Throughout a light breeze from SE to East and
fine W. all sail set headed to the Southward

Hand employ'd setting up the rigging bending
new Sails fitting new Gear &c at 7am saw
two large Whales ahead at 9 larou. d in chase
faster. d to one and kill'd 10° the other took off
chase. d to no effect at noon took the whale
along side

Lat DR 34° 30' ^{South} Long 178° 00' West



10 Throughout a moderate breeze from the Westward
and fine W. at 1PM commenced cutting in
finished by 6 and shorten'd sail at 7 commenced
bailing out cooper fitting casks for oil
shifting water out of good casks into bad
nothing seen

Lat ^{Obs} 34° 25' South Long 178° 15' W

11 First part a light wind from SW and Squally
Ship headed to S Ewd employ'd bailing out
the oil at 5 shorten'd sail at 8PM wind
shifting to SSE were ship to SW and wind
near'd to W? Stead S by E employ'd
stowing water in the hold nothing seen

Lat ^{Obs} 34° 55' S Long 178° 30' W

12 First part a strong wind from E by N and
squally appearance ship under moderate sail
course S by E PM employ'd stowing down oil
into the tank &c at 6 finish'd bailing out the
oil on a moderate breeze from NE and fine W
set more sail employ'd stowing down oil
nothing seen

Lat 36° 12' S Long 179° 19' W

13 First part a moderate breeze from the Northward
and fine W. Ship under moderate sail
course E by S employ'd stowing down the oil
at 4 PM saw a large whale astern luf. d to
the wind and set all sail working to windward
at 5PM the whale came up one mile to windward
down boats and before they got to him he

Went down to dusk the Boats return'd and the
Whale came up in sight again and going slowly E
shorten'd sail to a 2^d reef'd Main Top sail and
Fore T.M.S sail headed to the End at 10PM wore
Ship at 2:30 am steer'd South at 6 the Whale
was reported ahead 4 miles distance made sail
and at 7 heif'd to the wind with M.T.S aback
saw no more myself at Mast Head at am I went
to Mast Head again and saw large whale to the
End 7 miles distance stand for him going S by E
at 10 lower'd in chase shorten'd and kill'd D^o
wind blowing hard and squally shorten'd sail
to 2^d reef'd Top Sails working up to the whale
at noon Boats off with the whale

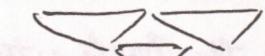
Lat 36° 25' S Long 179° 20' W

14 First part a brisk wind from the Northward and
Equally at 1PM took the whale along side at half
past commire. of cutting in broke two Hooks and
was oblig'd to wear round for the first time
at 5PM got the body in and let go the Head
W^s. being very bad finish'd cutting up the
blubber by 7 and commire. of hauling out the oil
am starting Flour rice Peas, Salt provisions and
Water for the oil ^{Coopers}, repairing the lasses am made
sail steering to the End

Lat 36° 35' S Long 179° 00' W

15 First part a light breeze from the West to SW and
fine W^s. all sail set course ENE employ'd boiling
out the oil took in the W Boats Davits and Sheds
at 8 star'd SE at 10 finish'd boiling and pulled
down the Try Works am coopering the oil end
steering D^o down l² the Pots into the sea
not fit for another voyage and the Ship rather
heavy laden carpenter'd the Deck am blowing
strong from SE shorten'd sail to 2^d reef'd
Main T. sail and Fore Sail

Lat 36° 30' S Long 178° 20' W



16 Just past a bush wind from the SE and cloudy W. Ship headed ENE under short sail employ'd steaming the Whaling Gear took in the Starboard Boat at 3PM a shoal of whales came up close to the Ship middle and latter part 10° winds and W. at 9PM set the Fore and Mizzen & sail(s) an employ'd steaming down the bed and cleaning the Deck

Lat 35. 53S Long 177. 40W

17 Just past a fresh breeze from SE to ESE and Squally appearance clear'd the Deck and took in the Boat at 6PM tack'd to the SW and made sail for LONDON at 10PM set all sail homeward from South to SW at 6am broke of WSW? to the Ewd at 8 tack'd to the Southward latter part watch about the rigging Carpenter caulking the Deck where the Gray Works stood

Lat DR 36. 20S Long 179. 00W

~~Saturday April~~

Sat. 18th Ship being homeward bound and in the West L? I have thought proper to change the Day to y? account

Sat. 18 Throughout a strong wind from SSE to E? and Squally at times all sail set headed from South to SW watch employ'd fitting Studding Sail Gear Carpenter caulking the Deck Cooper making Water kegs

Lat 37. 44S Long 180. ?

Saturday April

18th Ship being homeward bound and in West L? I have thought proper to change the Day to y? account Watch employ'd fitting Studding Gear getting the booms upon the yards Carpenter caulking the Deck mid ships for steaming the 3? repair'd 0°

Lat 38. 41S Long 179. ? W

Sun. 19 Saturday Afternoon Civil Acct PM a notorious reprobary character an ordinary seaman named

Julian Corra by birth a Portuguese was employed
scrapping that part of the Deck where the largest
had been Caulking preparatory to the removal
of Spars to that part for the better security of the
Ship during the passage round CAPE HORN
of & Co manner of doing so dissatisfy'd Mr. Rogers
the 2^d Officer who took hold of the Scraper
and show'd him how he wish'd it done
he still continued his own plan altho' warned
by Mr. & Mr. Rogers of the certainty of its displeasing
me when I went on Deck after Dinner Julian
Corra having only turned to work since Moon
without being told of his conduct I found
the same fault with his manner of scrapping
as Mr. Rogers had done he attempted justifying
himself when I civilly but peremptorily told him
to do as he was desired and give no indolence
he still persisted in following his own plan
the 2^d and 3^d time he was warned without
effect which so exasperated me that I give him
a blow with a piece of wood which lay
near at hand he resisted when the Julian
Corra attempted to strike me with an Iron
Scraper his arm was fortunately arrested by
Mr. Wilson Chief Officer he was secured and
taken aft not until he had used very
threatening language with what he had
below for me meaning in his berth evidently
meaning an offensive weapon It may not be
unnecessary to state that whilst hearing him
in Town he used the most revolting language
to me saying let go me you long Bu"er &c
It is my intention to take such steps as may
effectively thwart him carrying these threats
into execution as no doubt is entertain'd of
his meaning some grievous bodily harm by
them as numerous and melancholy instances

is an record of the treachery of his Countrymen.
Mr. Wilson told me that Julian Corra would
stick a knife into me the first opportunity.
Carpenter finished Caulking got all scraped
and removed the Spars by 6PM and . . .

SE all drawing sail set am set studding
Sails and keeping the SABBATH DAY

Lat 39. 58 S Long 179. 13 W

Monday April 20th

Throughout a moderate breeze from NW and fine W.
all sail set course SE by E
am watch employ'd repairing a new Main T Sail
painting &c Carpenter Caulking the Plank Staves
or water way seams

Lat 41. 40 S Long 175. 48 W

(Off NAPIER, NEW ZEALAND)

21 Throughout a moderate breeze from NW and
fine W. all sail set course E by S at 8 am
Stand ESE watch employ'd repairing and
painting a new Main T Sail Carpenter as yesterday
some picking Oakham &c

Lat 42. 42 S Long 171. 53 West

(East of NORTH ISLAND, NEW ZEALAND)

22 Throughout a moderate breeze from NW to SW
and fair W. all drawing sail set course ESE
watch employ'd about the rigging Carpenter
caulking the water ways

Lat 43. 40 S Long 170. 8 W

23 Throughout a moderate breeze from the Westward
and fair W. all sail set course ESE
watch employ'd in small jobs about the
rigging Carpenter as yesterday

Lat 44. 32 S Long 167. 3 W

Friday 24 Throughout a strong wind from the Westward
and thick rainy W. all sail set Course ESE

Lat 46. 23 S Long 162. 21 W

Saturday 25 Throughout a strong wind from SSW to W and
showers all necessary sail set course E by S
watch employed in small jobs

Lat 47° 11' S Long 155° 55' West

Sun. 26 First part of these 24 hours variable winds
and showers of rain course ESE middle and
latter part a fresh gale S. wind shortened sail
to 2nd reef'd Top Sail and Stay Sails headed
from ENE to NE

Lat 46° 45' S Long 172° 37' W

27 Throughout a fresh gale from the Ewd and
thick Ws. Ship under 2nd reef'd Top Sails
headed to NNEwd at 1.30 took in Mizen Top
Sail at 3.30 in Fore Sail at 7AM more ship
to the Southwd

Lat DR 46.15 Long DR 152.3 W

28 Throughout a fresh gale from East and
mixing rain Ship headed S by E closer reef'd
the Top Sails

Lat by DR 47.275 Long DR 152.20W

29 Throughout wind from East to NE by E
and moderating made sail accordingly
Ship headed from SSE to SE by E

Lat DR 48.48S Long 152.20W

30 Throughout wind from N by E to East and
moderating thick rainy Ws. made sail as
necessary headed from SE by E to SSE

Lat DR 49.56S Long 151.40W

Friday May 1st 1835

Throughout a fresh breeze from NE and thick
mixing rain all sail set headed from SE by E
to ESE

Lat DR 51.34S Long 147.50W

2 First part a fresh breeze from NE and mixing
rain all sail set headed ESE at 9PM wind
shifted to the SW course ESE. Latter part veered
to SE and blowing hard with mixing rain

Ship under 2^d reef'd Top Sails and Courses
Lat DR 51.34S Long 145.11W

Sunday 3 First part wind from SE and fair W.
Ship headed ENE middle and latter part
more moderate set all sail headed to E
Wind ESE am unbent the Main Top Sail
and bent new one
Lat 50.27S Long 142.49 West

4 First and middle part a strong wind from
SE and cloudy W. All sail set headed from E
to NE latter part gale increasing shortened
Sail to 2 Top Sails and Stay Sails
Lat DR 49.42S Long 139.33W

5 Throughout a brisk gale from the S. Wind and
high sea Ship under close reef'd Fore & Main
Sails and Stay Sails headed ENE and the
sea breaking over all parts of the ship
Lat 50.22S Long DR 136.50(?)W

6 First part a brisk gale from SE and a high sea.
Ship under close reef'd Fore and Main Top Sails
headed to the Ewd middle and latter part
moderating slowly made sail accordingly
Lat DR 50.20S Long 134.11 West

7 First part wind SE by S set all sail
headed to the Ewd. Latter part wind shifted
to the Westwd set the Studding Sails
course ESE watch employ'd in small jobs
Lat 49.49S Long 137 W

8 First part a strong breeze from SSE and
passing squalls of rain all necessary sail set
headed? at midnight wind shifted to NW
course ESE and set all sail watch
employ'd making?
Lat 51.9 S Long DR 133.42W

9 First part wind SE by S set all sail
headed to the Ewd. Latter part wind shifted
to the Westwd

9 First part a steady wind at 4PM came on squally from SSW with hail and snow shorter'd and
2³ sail as needed course ESE latter part
moderating

Lat by DR 52° 45' Long 129° 14' W

Sunday May 10th

First part wind WNW and moving - out studding
sails middle and latter part a brisk wind
and hard squalls in and out st² sails
occasionally course ESE

Lat 53° 28' S Long 120° 2' W

11 First part strong wind and hard squalls
course ESE at 5PM in studding sails
at 10 set the F.T. stud sail at 3:30 am the
halyards broke and broke the boom from
latter part squalls very heavy 2^d ref'd the
Top Sails

Lat 54° 55' S Long DR 119° 13' W

12 First and middle part a brisk gale from WNW
with hard squalls with SNOW and HAIL
Latter part wind from NW and moderating
course ESE at 10am steer'd E saw a large
Ice Berg made and shorter'd sail as needed

Lat DR 56° 25' Long 114° 41' W

13 First part a brisk wind from the Northwest.
and hard squalls shorter'd sail at 6 the
wind changed to West and moderate
made sail at midnight a brisk gale and very
hard squalls with SNOW and HAIL shorter'd
sail to close ref'd Fore T sail and 3^d ref'd
Main course East 5am saw a large Ice Berg
3 miles distance took in the Fore T sail and
ref'd to the wind at daylight steer'd ENE
and set F.T. sail and Fore Sail 0° Ice Berg
6 miles distance latter part moderating

Lat 56° 24' S Long 110° 2' W

14 First and middle part a brisk gale from the WNW

and hard squalls came ENE PM saw 2 Ice Bergs
 one upon each beam very high at dusk
 shorten'd sail to 3^g reef'd Main & sail on
 account of - he at 9PM saw another berg upon
 the larboard bow 6 or 8 miles distance steer'd
 ESE to give it a good berth at 10AM I
 perceived the Steward E. Hart and the Cabin
 Boy Dart were quite drunk & order'd them to
 Bed the Steward seemed rather unwilling
 to leave the Pantry searched 10° and found
 in the locker one large square bottle near
 full of Rum and on the shelf a Tumbler filled
 the Doctor and Mr. Wilson was witnesses to
 the theft at 11 steer'd ENE at daylight set
 all sail at 8:30 am call'd the Officers and
 Doctor to the Cabin and examin'd the Steward
 and Cabin Boy respecting the Rum from
 the Pantry. Edward Hart acknowledg'd
 he had stolen it at 5 or 6 different times in
 the month past when he drw of rum he
 took some out in a Bucket sentenc'd the
 Steward to Three dozen and the Boy one
 seized up the Steward accor?
 of two more Ice Bergs at noon SNOW

Lat DR 56.2S Long 105.56W

16 First and Middle part a bush wind from -
 and flying squalls came ENE at 4PM shorten'd
 sail to 2^g reef'd Top Sails on account of -
 at 10 PM steer'd NE by E a few moments past I
 went upon Deck and found Mr. P sitting
 under the lee of the Ships Bell work quite
 unconcern'd about the Ice altho caution'd
 by me every night to keep a strict look out
 and not to run the Ship in thick A.T.
 I gave him a token of my displeasure
 at 8 am - ENE and set all sail wind light
 at noon another Ice Berg bearing E by S 8 or 10 miles

Lat 56.15S Long DR 98.15W

17th Sun. First part calm and hazy at 8 a light breeze from the Southward Course NE by E middle part calm at 5 pm shortened & sail at 6 am a light breeze from the Northward headed to the Ewd at 7 set all sail
 Lat DR 56.185 Long ?

18 Throughout a moderate breeze from N by W $\frac{1}{2}$ and flying showers of melting rain course EN $\frac{1}{2}$ at 5 pm shortened & sail at 6 NE by $\frac{1}{2}$ at daylight set all sail
 Lat 55.575 Long ?

19 Throughout a light breeze from the Westward and fair w $\frac{1}{2}$ all sail set course NE by E Carpenter making a main T g. & boom out of the spare Royal Mast
 Lat 55.375 Long 89.19W or
 Chrd. 88.53W

20 Throughout a moderate breeze from WSW to WNW and cloudy misty w $\frac{1}{2}$ all drawing sail set course NE by E to ENE
 Lat DR 55.325 Long 85.1W

21 Throughout a moderate breeze from WNW and cloudy w $\frac{1}{2}$ all drawing sail set course ENE at 1PM saw a strange sail outward bound
 Lat 55.415 Long 80.9W

22 Throughout strong winds from West to NW and cloudy w $\frac{1}{2}$ all drawing sail set course E by N at $\frac{1}{2}$ 9 PM cloudy shortened in sail for fear of ice at daylight set all sail
 Lat by DR 56.195 Long 74.29 West

23 First part wind increasing shortened sail accordingly course E by N at 7PM a bush gale from NNW and rain shortened sail to 2^d reefed. Fore and 3^d reefed Main Top sail at 6 am shortened ENE at 8 set all necessary sail
 Lat DR 56.555 Long 69.9W

5 Sunday May 24th
 First part a strong wind and squally NW to W

shorten'd and made sail as needful course ENE
at 4PM star'd NE middle part a light breeze
from NNW to West and thick W² latter part a
bush gale from SW and squally

at 8 am saw CAPE HORN bearing NW 8^o 10 leagues
and a Bark to the Northward homeward bound
star'd NNE at 11 am to my surprise I saw
an iron wedge drove into the upper qudgion
of the Rudder along side of the Pintle
I call'd the Carpenter and with some
difficulty got it out at noon Mr. Wilson
came upon Deck. I asked him if he drove
it in he said Yes I told him if he valued
valued his life not to do it again
witness, Mr. Rogers, Mr. Flinn, John Clark,
and Mr. Roberts at the Wheel

Lat 55.5 S Long by Cape Horn 65.55W

25 First part a bush gale from $\frac{1}{2}$ and rain
course NE $\frac{1}{2}$ E latter part more moderate
made sail

Lat 54.46S Long 60.53W

26 Throughout strong winds from NW to WSW
am flying squalls course NE by E
at 8 PM $\frac{1}{2}$ NE by N shorten'd and made sail
as necessary

Lat 53.6S Long 55.29 West

27 Throughout a bush wind from SW and
flying squalls all drawing sail set
course NE by $\frac{1}{2}$

Lat DR 50.57S Long 51.14W

28 Throughout strong winds from SW by S to South
and hazy W² all drawing sail set
course N by E

Lat DR 48.30S Long 47.28 West

29 First part a moderate breeze from SSW and
hazy W² all drawing sail set course NE by N
middle and latter part strong winds from $\frac{1}{2}$

NE

2

a

es

rd

i

and flying squalls shorten'd and made sail
as necessary

Lat DR 45.54S Long 44.0W

30 Throughout a strong wind from WNW and
all sail set course NE by N
watch employ'd fitting Fore and Mizen Tg. Rigging
Lat DR 43.22S Long 40.46 West

Sunday May 31st

First part wind from WNW and increasing course NELY
watch employ'd as yesterday at 4PM sent up Mizen Tg
Mast shorten'd in sail at 6am split the Fore T sail
in letting out 1 reef at 6.30 lost the 1st lower Stud
Sail 2nd by mere laziness it being Mr Rogers watch
upon Deck. Mr Rogers came to me and told me
what accident had happen'd I told him that
they were all too lazy to look after any one
without myself at their heels at 2nd unbent the
Fore T sail and repairing 0° sent 2nd Fore Tg Mast
Lat DR 40.36S Long 37.2 W

June

1 Throughout a brisk wind from WNW and hazy
wth the most part course NNE 1/2 E at 4PM bent
and set the Fore Topsail and Stud sail
am fitting Fore and Mizen Tg Gear
Carpenter Reduaring fore Tg. Yard

Lat 38.16S Long 34.33W

2 Throughout strong wind from WNW and fair wth
all drawing sail set course NNE 1/2 E employ'd
fitting Top Tg at 5PM sent up the Mizen Tg 0
2nd am repairing Fore Tg sail Fly Jib and
fitting the Gear watch being employ'd

Lat 35.23S Long 32.28W

3 First part of these 24 hours a moderate breeze
from NW by W and fair wth all sail set
course NNE 1/2 E finish'd the Fly Jib and Fore Tg sail
at 5PM sent 2nd Fore Tg off and set the sail
at 9PM Mr Willow asked me if I intended turning

in the Rigging ashore squaring the Dead Eyes
 & told him yes and every thing about the
 Ship put in prime order the said Mr Wilson
 told me it was no use to do it as the
 Riggers would come on board and cut
 every thing adrift. He said they made a
 practice of coming on board at Gravesend
 and cutting all adrift &c. I told it was
 as necessary to put the Ship in order as
 it was to put on clean Clothes and it
 should be done this was said in presence
 of Charles Burges at the Wheel I believe
 it was said to make sailors care less
 about the duty of the Ship at 4 am broke
 of NE am sent out the Fly Jib Boom
 Carpenter Splicing the Top of S. Booms

Lat 32° 55' Long DR 30° 30' West

4 First part a moderate breeze from NNE and fine weather
 all sail set headed NE PM the Larboard watch
 being employ'd fitting the Fly Jib rigging
 and Sail I saw Mr Wilson with a piece
 of new Rope the same that I had several
 times forbade him using ^{as} then was not
 sufficient for the purpose which I intended it
 to be used I forbade him using it and order'd
 him to get the rope which was made for
 Points Mr Wilson told me in a most insolent

done myself shortly after I walked forward
 and saw Andrew Stephenson seizing in a Block
 for the Fly Jib Stay and no service on the Strap
 by the order of Mr Wilson I order'd the Boatswain
 to take the Block out and serve the strap
 and I order'd Mr Wilson not to send any
 more straps about the Ship without being
 served and properly fitted. He told me
 in a very insolent manner ² the Fly Jib

(Captⁿ GARBUT)

Stay could not be stopt aloft and the strap ¹⁴⁴ served after and commanded with voice of the lowest abuse before the Watch by Mr. Tait, John Clark, Andrew Stephenson and several more saying that I required too much homage pay'd and that I did not know how to treat Officers properly and that he was as good a sailor as myself and that Captⁿ GARBUT when at TIMOR ISLE had told him that when I was his MATE I did not know how to strike a chain cable and a great deal more. All my Officers can much that Captⁿ Garbut seldom spoke to me to He told me I had sold Rum on Sunday at New Zealand for the people to get Drunk and that I had no business at Sydney the last time and much more not fit to mention Order'd him to his Cabin several times. He told me that he would not go unless I allowed him to Mess at the Cabin Table He stood upon the Cabin Stairs and was order'd to his Cabin He reply'd as before and remain'd setting me and my orders at defiance I pafs'd him and call'd the Officers into the Cabin. He follow'd without a² I stated the case to Mr. Rogers Mr. Glavin and the Doctor and give them notice it was my intention to command the Ship and to be obey'd I was very much insulted and interrupted by Mr. Wilson I ask'd him if there was anything on board that I could not do and he could not tell still very abusive Order'd him again to his Cabin He told me in presence of the Officers that he would not go unless allow'd to mess at the Cabin Table I was under the necessity to take a cutlass to enforce my orders and then Mr. Wilson started to his Cabin not without using abusive language

Middle and latter part 10° wind and 4° watch fitting Royal rigging 2 m. Wilson in his cabin and oblig'd to mfs there

Lat 30.46S Long 27.34W

5 Throughout a fresh breeze from NW by N and fair W. all sail set and headed NE by N watch employ'd fitting Royal rigging and Yards Carpenter repairing the Bulwarks at noon winds S by W and rain

Lat by DR 28.27S Long $10^{\circ} 25.48W$

6 Throughout a moderate breeze from S by W and fair W. am employ'd scraping the Pitch of the covering Blank and water way seams Carpenter repairing the Bulwarks course N by E

Lat 26.00S Long 25.36W

Sun. 7 Throughout a light southerly Trade wind and fine W. all sail set course N by E watch employ'd leaving ship painting Royal Yards &c

Lat 23.54S Long DR 25.26W

8 Throughout a light SE wind and fine W. course N by E am people employ'd repairing the old Sails unbinding new and bending 10° to the Main Top Gal. mast and shifted the Crows Trees and rigging being put on strong by the order of Mr Wilson sent it up again and the royal rigging Carpenter taking of the planks of the dead light

Lat 22.10S Long 25.20 West

9 Throughout a strong wind from E by N and dead all necessary sail set headed N by E and with hands employ'd refitting the rigging repairing sails and shifting 10° to fore and Main Royal Yards am Carpenter making a Mizen royal yard

Lat 19.20S Long 25.20W

10 Throughout a strong wind from ENE and fine W. all necessary sail set headed here N to N by E hands refitting rigging repairing sails shifting and repairing the New Main Sail

Lat 16.24S Long 25.35W

11 Throughout a strong wind from East to E by S 146
and fine w^h ship headed from N by E to N
Hands employ'd fitting the new Sails &c &c
Lat 13.5 S Long 25.15 W

12 First part a strong wind Course NNE Hands employ'd as
yesterday Middle and latter part hard squalls and shower
of rain ref'd the 2nd and took in the Jib am watch employ'd
the Sprit Sail yard and Jib boom oblig'd to run of
in squalls Lat 10.5 S Long 25.42 W

13 First and middle part a strong wind from ESE and
hard squalls course NNE latter part moderating and fine
set all sail

Lat 7.21 S Long 26.11 W

Sunday 14th Throughout a full breeze from ESE and fine w^h
all sail set headed from NNE to N by E

Lat 4.11 S Long 26.7 West

15 First part a moderate breeze from the Ewd and fine w^h
Ship headed N by E with all sail set at 5:30 am a
hard squall of wind and rain latter part fair
employ'd taring and ratling the rigging &c Carpenter
the Deck & moderate breeze from E by S heading NE
by N Mr Wilson of duty myself acting Chief Officer
Lat 1.25 S Long 25.50 W

16 2000

Throughout a moderate breeze from the Ewd and
fine w^h all sail set headed NNE pm finish'd repairing
the new Sails taring and ratling the rigging
am squaring the dead Eyes &c and setting up the
rigging tarring &c

Lat 00.53 N Long 25.46 West

16 6000

17 Throughout a moderate breeze from SE and fine w^h
all sail set course NE employ'd as yesterday
Strong westerly current

Lat 3.5 S Long 1

17 1000

18 First part a moderate breeze from SE and fine w^h
all sail set course NE a Brig in sight to windward
Middle and latter part variable winds and a few
showers of rain ship headed from NNE to WNW Hands
employ'd refitting the rigging & am John Webb was at the

Wheel and seemed determined to keep the Sails shaking in the wind altho caution'd by me three different times on the fourth time Sails aback I told them to put the helm hard up he told me in a very impudent manner he did not know what I meant and to teach him I was oblig'd to use the end of a rope and after that done he could steer the Ship properly altho he told me in rather a threatening way that he would soon be in London meaning when he would have some undress which call'd for an ²utry chastisement

Lat 4.22³ S Long DR 25. 25W

19 Throughout a moderate breeze from SE and fine W² for the most part a few light showers of rain Hand employ'd refitting Tanning and ratting the rigging & Carpenter variously pass'd a Ship and Brig outwards bound. Lat 6.00N Long DR 25. 00W

20 First part wind from ESE and rain course NNE moderate and latter part a moderate breeze from E² & ENE and fine W² Ship headed from NNE to N by W Hands employ'd ratting the lower rigging and various other jobs Carpenter Caulking the Deck caught a Porpoise Lat DR 7. 20N Long 25. 00W

Sun. 21 Throughout a moderate breeze from NE to NNE and fine W² all sail set headed from NNW to NW PM Hands employ'd ratting and tarring the rigging making spun yarn small rope & Carpenter caulking the Deck

Lat 7. 57N Long DR 26. 20³ W

22 Throughout these 24 hours a moderate breeze from NNE to N and fine W² All sail set ² from NW to WNW Carpenter Caulking the Deck

Lat 9. 57 N Long 28. 35W

23 Throughout a fresh breeze from the N end and fair W² Ship headed NNW with all sail set Hands employ'd fitting the rigging and painting the Yards &c Carpenter caulking the Deck

Lat 11. 46N Long 30. 0³ W

24 First part fair at 5PM squalls from 2° and rain 148
 Ship headed from N by E to $N^{\circ} 2^{\circ}$ Latter part wind from NE
 and fair W $^{\circ}$. Set all sail headed NNN. Hands employ'd
 fitting the rigging painting yards middle part &
 Mr. Willow and Julian Corra still of duty
 Lat 14.6N Long DR 31.41W

25 First part a moderate trade and fair W $^{\circ}$ all sail set
 headed NNN PM employ'd refitting the rigging painting
 yards and masts &c Latter part a strong NE trade
 in T & G Sails Watch employ'd making mats knotting from
 Lat 16.15N Long DR 33.10W

26 Throughout strong NE trade winds and cloudy W $^{\circ}$.
 Ship headed NNN at 9PM single reef'd the Top Sails
 am set 5° out and set fore and main T.G. Sails
 Watch employ'd in small jobs about the rigging
 drawing and knotting spars and making from
 ?? shed Painting the cabin & carpenter making a head rail
 Lat 18.25N Long DR 34.00W

27 First part a fresh breeze from NE and fair W $^{\circ}$
 headed NNN Watch employ'd as yesterday am painting
 the ships hull and cabin &c
 Lat 20.41N Long DR 35.37W

Sun. 28 Throughout a moderate breeze from NE and fine W $^{\circ}$
 PM employ'd painting ships hull and cabin &c
 pafs. d a Schooner bound to S. End
 Lat 22.51N Long 36.21W

29 Throughout these 24 hours a moderate breeze from NE
 by N to SE by E and fine W $^{\circ}$ all sail set headed
 from NW by N to NE am Watch employ'd cleaning
 the ships sides Carpenter rising of the sheathing
 in the waist a Bark astern headed same way
 at 10 am lost sight of 10°
 Lat 24.46N Long DR 36.59W

30 First part a light breeze from the ENE and fine W $^{\circ}$
 all sail set headed NNE Latter part calm
 employ'd painting the ship
 Lat 26.36N Long 36.59W

149 July 1835

1 First and middle part calm employ'd as yesterday
at 7 PM finish'd outside. Latter part a light breeze
from SW and fine W. employ'd painting inside &c.

Lat 27.8 N Long 36.39 W

2 First part a light breeze from SW and fine W.
Watch employ'd painting Spars inside &c. Middle
part Showers of rain in equal appearance
course NE PM pass'd an American Schooner bound
to the Southward

Lat 28.54 N Long 36.4 W

3 First and middle part light airs and calms and
fine W. All sail set course NE. Latter part Showers
of rain PM employ'd painting

Lat DR 29.49 N Long 35.30 W

4 First and middle part variable winds and
Showers of rain Ship headed from ESE to NE
Latter part a moderate breeze from SSW and
fine W. all sail set course NE watch employ'd
painting Ships Ho's and Spars

Lat 30.51 N Long 34.3² W

Sun. 5 Throughout a light breeze and fine W. course NE
PM pass'd a Bark bound to the Southward

Lat 32.53 N Long 33.17 W

6 Throughout light airs from SSW to W and calms with
fine W. all sail set course NE on watch employ'd
breaking out the empty water and provision Casks
packing and stowing^{to} away Henry Wilson &
Julian Corra of duty

Lat 33.38 N Long DR 32.48 W

7 Throughout a light wind from N by E to NE and
fine W. all sail set headed from E by N to ESE
PM watch clearing the Deck and wetting the oil
casks and hauling upon Deck the chain cables
and changing the load to a ship in sight to
windward bound to the Southward at noon
nearly calm^{to} ship within 2 miles

Lat 33.55 N Long 31.35 E

(American ship EQUATOR - Capt^r GILLIS from BOSTON)
to BATAVIA

8 Throughout a light breeze from NE and fine W^W 150
PM watch employ'd cleaning the cables and paying them
down again Boarded the American ship EQUATOR
GILLIS com^r from Boston bound to Batavia
am watch scraping the Spars and varnishing &
Carpenter repairing the 6 oar'd Boat a shoal of Whales
close to the ship

Lat 34° 40' N Long DR 31° 56' W

9 Throughout a light wind from NE and calms with
fine W^W all sail set working to the Northward
PM watch scraping the Spars and varnishing &
am about the rigging some painting Carpenter making ladder

Lat 35° 12' N Long DR 32° 21' W

10 Throughout a light ^{breeze} from NE to NNE and fine W^W.
Ship headed from NNW to NW Watch employ'd about
the rigging scraping the deck painting the Cabin passage

Lat 35° 57' N Long 33° 5' 45" W

11 Throughout light variable winds and calms with
fine W^W all sail set working to the Northward
watch employ'd about the rigging making some
spars cleaning the guns painting &c am Brig in sight
to leeward bound to the Northward

Lat 36° 16' N Long 33° 18' W

SUN. 12 Throughout light variable winds and calms ship
working to the Northward D^r Brig coming up very fast
PM watch employ'd in various jobs about the rigging
blacking the guns and anchor stocks painting the
Boats &c AM D^r Brig astern steering same course NE
hoisted a white flag at the main at 5:30 am

Lat 36° 35' N Long DR 33° 20' W

13 Throughout a moderate breeze from SW and fine W^W
all sail set course NE D^r Brig dropping astern very fast
at 5PM saw another Brig bound to the Ewd.
am watch employ'd about the rigging painting Boats
Cabin passage &c Carpenter making a top of Boom
nothing in sight

Lat 37° 44' N Long 32° 27' 30' W

151 14 Throughout a moderate breeze from $W\frac{1}{2}S$ to NNW and
fine W the most part middle part a shower of rain
Course NE by E at 8 am saw the ISLAND OF FLORES
 E by S $3\frac{1}{2}$ leagues Steer'd ENE for the passage
CORVO ahead several ships in sight Watch employ'd
about the rigging painting the Boats and passage
at noon CORVO bearing NNE $3\frac{1}{2}$ miles
Lat $39.33N$

15 Throughout a moderate breeze from S ? S ? NNE and fine W all sail set steering from ENE
to East am pass'd a Buoy outward bound Watch
employ'd about the rigging Making a deep sea line,
painting &c. Carpenter making Belaying pins
Henry Wilson and Julian Corra of duty
Lat $40.37N$ Long $28.00W$

16 First part a moderate breeze from the N ? and fine W ?
all sail set headed from E to $?$ at 6 PM wind from
 NW Course ENE middle and latter part a brisk
breeze and thick W at midnight pass'd a ship
bound to the Westward PM watch employ'd variously
making a deep sea line &c am scraping the Deck
Lat $42.8N$ Long by DR $26.44W$

17 Throughout a moderate breeze from N . by E to $?$
and fine W all sail set headed E to ENE
PM scraping the Deck am variously about the
rigging
Lat $43.57N$ Long $24.38W$

18 Throughout a moderate breeze from the Westward
and fine W all sail set Course E by N 
PM watch employ'd about the rigging
am shifted the sails Pass'd a large whale
Lat $45.5N$ Long $21.50W$

Sun. 19 First part a pushing breeze from SW and
fine W Course $E\frac{1}{4}S$ at 6 PM finish'd shifting
the sails and stow'd the old ones below
middle and latter part a brisk wind and thick
 W am pass'd a ship bound to the Northward
Lat $46.38N$ Long $17.37.31W$

20 First part a moderate breeze from NW and fine W^{SW} 152
all sail set course East middle part a light breeze from North
latter part wind freshening from NNE and misty rain
watch employ'd getting the Anchors upon the Boats two
Sail in sight

Lat DR 47.14N Long 0° 14.53W

21 First part wind from NE to ENE and increasing with
misty rain ship headed from ESE to SE at 2am broke
of SE by S tack'd to the Northward at 6PM took in Topg.
Sails and reef'd the Top Sails latter part wind from ESE
to East and blowing strong ship headed from NE to NNE
watch employ'd in small jobs

Lat 47.42N Long 03.15W

22 First and middle part a strong wind from East to
ESE and misty rain ship under single reef'd Top
Sails and Courses headed from NNE to NE latter part a
light wind set all sail. A Brig in sight Watch
employ'd in small jobs about the rigging
Henry Wilson and Julian Corro^o of duty

Lat 49.8N Long 12.53.45W

23 First part calm and fine W^{SW} at 4PM a breeze sprung up
from S by W steer'd S^E by E middle and latter part
a moderate breeze from South to SE by S ship headed from
ESE to E by N pass'd several Ships Brigs &c outward and
one ship homeward bound Watch employ'd in small jobs

Lat 49.40N Long 11.11W

24 Throughout these 24 hours a light breeze from SSE to SSW
and fine W^{SW} all sail set headed from East to SE
Watch employ'd in small jobs about the rigging
am pass'd a ship bound up ST GEORGES CHANNEL at 11
sounded 78 fathoms Duge moon tack'd to SW

Lat 50.1N Long 8.57W

25 Throughout a light breeze from South to ENE and
fine W^{SW} at 4PM tack'd to ESE at 4am tack'd to the
Southward at 10 came up to SE two Brigs and a ship
in sight bound to the Lrd watch employ'd scraping
the Masts &c.

Lat 49.36N
49.40N DR, Long DR 7.57W

153

26 Just and middle part a breeze. . . to East and
fine W. Latter part a strong wind from East ship
headed from ESE to S by E $\frac{1}{2}$ took in the light sails
and reef'd the Top Sails at 5am a Scylla Boat
came along side with 4 Bags Potatoes some fish and
4 Dog Eggs $\frac{1}{2}$ the whole for Tobacco Bread 2 lbs Beef
& Pork pax'd a great number of Ships homeward
and some outward bound

Lat 48° 48' N Long 6° 14' W

27 Throughout these 24 hours a light breeze from NE
to East and fine W. all sail set working to the End
Match employ'd in small jobs about the rigging
pax'd a great number of Ships

Lat 49° 13' N Long 5° 18' W

28 Throughout light winds from ENE to SSE and
fine W. at 5PM saw LIZARD POINT ahead
at 7.30 close in a COWES PILOT BOAT came along side
for the letters Bot a sack and a half of Potatoes
for Tobacco and took a pilot for the DOWNS
A great number of Ships upward bound
at Moon LIZARD POINT NW 5 leagues

Wednesday July 29th

29 Throughout light variable winds and fine W.
all sail set working to the End at 4PM bent
the Cables and unreef'd the Anchors at 5am
START point bearing N by E pax'd a great number
of Ships bound up Channel and with the number
H.M.S $\frac{1}{2}$ and a Whaler apparently light
Henry Wilson and Julian Corra of duty

Thursday July 30th

Throughout light airs and calms all sail set
working to the End at 11PM saw Portland
lights bearing NE at Moon St. Albans Head
NNE Dist 4 or 5 leagues

Friday July 31st

Throughout light variable wind and fine W.
all sail set working to the End at 11PM Mor?

154
light N by W 5 or 6 leagues past a number of
ships 2 Henry Wilson and Julian Corra of duty

Saturday August 1st

The first and middle part light Easterly winds and
fine Mr latter part a fresh breeze all sail set
working to the Ewd at 9PM Beachy Head bearing
NE at Moon D^o Head North 5 leagues
a great number of ships bound up headed
them all

Sunday August 2^d

The first and middle part light Easterly winds
and fine Mr latter part a fresh breeze
all sail set working up an a Deal Boat
came along side sent D^o for fresh provisions
at ET Dungeness f bearing North 3 or 4 leagues
Mr Wilson and Julian Corra of duty

VIGILANT

Bark 403 tons; Built London 1831 for
Green & Co, then Wigram & Co.

Green & Co } were evidently associated
Wigram & Co }
(See SAMUEL SWAINS' LETTERS from
15 Prospect Place Lower road Deptford, 1841.)

The Vigilant left England 11 October 1831,
her destined voyage London to the
Southern Fishery.

Lloyd's Register of Shipping for 1832.

No. 167 Vigilant Ship Master Swain 403 tons
Built River (i.e. London)
Owners Wigram & Co.
2 decks
Sheathed with copper over boards - 1831
18 feet of draught
Surveying port, London (2 Proof Iron Cable)
Ship, first class
Materials, first quality
Month of survey, September 1831

Sir Robert Wigram (1773-1843) was one of the
leading ship owners in Britain
(British Maritime Museum)

Harbour Masters Reports, 1833, No 1 4/5150,
Archives Office of New South Wales shows:

Vigilant - from the South Fishery - sailed
from London 11 October 1831 - 200 tons oil

This oil was loaded on to the Ship 'MARY' 156
("in all Fifty six 300 gall casks") in Sydney Cove,
on Tuesday 16 April 1833; and "then the Pilot
came and transported the Ship to Cockhill Bay
for the purpose of putting the remainder of the Oil
on board the Ship 'WILLIAM' for England."

Lloyd's Register, 1832.

'MARY', Ship; Capt. B. Miller; 240 tons;
Built River, 1824; Owners, Bennett; 14 feet draught,
Lo. S. Reg. E 1³⁰
'WILLIAM', Bark; Captain W. Young; 337 tons;
Built ¹⁸³⁰ Sunderland, ^{5 (1825 ?)}; Owners, Rand & Co.,
16 feet draught; Lo. N.S.W. F 1²⁹ F 1³
(1829)

"Wednesday 22 October 1834

... started for Sydney and set all sail
... at 6PM Pilot came on board at ?
came to anchor off Pinch Gut Isle
at 2 the Pilot left the Ship at 8AM hoisted
the Jack. with 1700 hds oil at 9AM
I give Mr Wilson orders to get ready for the Pilot
and I went on shore to the Pilot Office and
requested they would send a Pilot on board
to take the Ship into the Cove* from there
I went to the Agent and then to look for
Captain Brooks . . .

Soon after WATSON the Pilot came to me and
told me he got on board just in time to have
the VIGILANT as the Mate Mr. Wilson was drunk
and had got the Ship underway without
orders or a Pilot on board and that he could
have cut two Ships to pieces and run the Ship
on shore if WATSON the Pilot had not been just
in time to bring her up. *

* Sydney Cove.

Captain Brooks (es) was master of the 'MATILDA',

Formerly under the command of Captain Robert Pochley, Samuel Swaine's brother-in-law (married to Sarah Ann Fletcher).

'Watson the Pilot' was probably Captain Thomas Watson, a Pilot who died in 1879 and who was an 'old shipmate' of Captain Tolley, also a brother-in-law of Samuel Swaine (married Jane Fletcher).

The Sydney Sun (The Mitchell Library, Sydney) in an article, says that Watsons Bay, Sydney Harbour, was named after him (other sources say that it was named after another Pilot, Captain Robert Watson, who died in 1919).

Entries in Lloyd's Register 1837 - 1839
1st July, 1838 to the 30th June 1837,
 belonging to the port of London,
 162. Megilant S. Swaine 404 tons

1st July, 1837 to the 30th June 1838,
 belonging to the port of London,
 148. Megilant S. Swaine 404 tons

1st July, 1838 to the 30th June 1839,
 belonging to the port of London.
 162. Megilant S. Swaine 404 tons

The year 1841 was one of great financial
trials for him and he was quite desperate when
he wrote the drafts of letters at Deptford
between March and July of that year. These
were found written into the back of the
Log of the Ship Vigilant. He owed to a
friend in England £1500 on which he was
paying interest; and he was unable to
obtain close to £3000 owed to him by
Robert Duke, canvas merchant, of Sydney to
whom he had given his Power of Attorney
in April 1840 — Robert Duke "being an old
friend of mine." "The Bill for £1500 which

I owe my friend is over due near eight months
and he is willing for me to go to Sydney
to get the money to pay him but don't like
me to go to the South Seas whaling.

So you see I am tied up . . . I often say
to myself what shall I do or which way go.

The answer is to Sydney first and whaling
after. I am in hopes of getting a ship in
the Sydney trade. A friend of mine has
been offered a ship in that line and has
refused and I may stand a chance of
getting her or another. If I do you may
expect to see me this year. In the mean
time I shall give my Power to the Manager
of the Union Bank of Australia James Lee
to collect all money or money which you
or any one else may have belonging to me
and remit same without risk or delay.

Dear Duke I hope you will be prepared to
pay it when call'd for and also to accept
the Draft if I should be so fortunate to
get one discounted which I will advise you of
I have only drawn upon you for £500.

I was sorry you sold all my shares out of

the Bank but hope it is all for the best..."

Lloyd's Register 1826

Owners:

'SISTERS', Ship, Captain R. Duke; 282 tons;
Built, America, 1811; Owners, Duke & Co.,
14 feet draught; Lo. M. & W. E 1²³

Underwriters: Lo. C. D. Land E 1²³

Lloyd's Register, 1832.

'SISTERS', Ship, Captain Duke; 284 tons;
Built, America, 1811. 15 feet draught;
Owners, Duke & Co., London. S. Fisher E 1⁸

15 Prospect Place lower

road

Deptford July 14th 1841

Sir,

Your note of the 12 Inst^{er} and
application for a Chief Officers situation
with me duly came to hand and in
reply can only say goes too late as
I have been engaged with First and
Second Officers several days. I had no
knowledge of your calling here to see me

Yours respectfully
Sam^t Swan

("Being engaged with Chief and Second Officers
not having the least idea of your going
another long voyage" - from another draft)

Samuel Swain's last ship,
from October 1841 to July 1842, was the bark
'Bermondsey'.

"Ship, Master Swaine, 445 tons, built Whitley 1841,
Quins: Willow, Port: London, destined voyage:
London / South Seas.

(Lloyd's Register of British & Foreign Shipping, 1842)

He sailed from London for the South Seas
on a whaling voyage, October 15, 1841,
one month after his youngest son,
Edward Plant Swain, was born at Deptford, Kent.

"The whaler 'Bermondsey' left London in
October, 1841, and has procured 50 barrels sperm
oil. She spoke her Majesty's ship 'Campania'
in lat. 40°S, long 47°E, from London to India.
The 'Bermondsey' has put in here from the
disorderly nature of her crew."

(The Sydney Herald, Wednesday,
February 23, 1842.)

"February 26. - BERMONDSEY berque, London,
Swain master, from the South Sea Fishery,
Willis, Sandeman and Co, agents; 50 barrels
sperm oil, Captain Swain."

(The Sydney Herald, Saturday,
March 25, 1842.)

Shipping Intelligence - Departures.

"For the Whale Fisheries, same day. The ship
'Bermondsey' Captain Swaine, with stores."

(The Sydney Herald, Wednesday,
May 25, 1842.)

"The 'Bermonsey', whaler, has been compelled to return to Sydney, owing to the illness of Captain Swain. She left port on the 25th May last, since which time she has not met with any success. The only vessel spoken by her was the American whaler, 'Blackstone', 13 months out, with 1250 barrels of black, and 350 barrels of sperm oil. We regret to state that Captain Swain expired a few hours after the ship arrived in port."

(The Sydney Herald, 11th July, 1842)

"Arrived - July 9 the ship 'Bermonsey', Swain master, with 50 barrels of sperm oil; left Sydney 25th May.

... The 'Bermonsey', whaler, which left Sydney about six weeks since, has put back in consequence of her Captain being in the last stage of consumption and expired on Saturday night. After being out eleven days, she had a sixty barrel whale alongside but bad weather setting in, only fifty barrels could be cut in. . .

(The Australian, July 11, 1842, p2)

SWAIN: (Captain) of the ship 'Bermonsey' Funeral to take place this afternoon from the Jetty, Macquarie Place."

(The Sydney Herald, July 11, 1842)

Samuel Swain was buried in the Devonshire¹⁶²
Street Cemetery, Sydney, but there is no record of
his name in the Re-interment Register compiled
by the Department of Works in 1901 when remains
were removed from Devonshire Street to Bunnsong
(later to La Perouse).

These graves were removed to Bunnsong in 1901
when Central Railway Station was built.

(Society of Australian Genealogists)

Surry Hills, Sydney.

25th August 1975.

Laura Flowers Swain was left a widow
with five young children at the age of
twenty-seven years, after being married at
seventeen years (a minor, with the consent of her
father).

Her father, William Fletcher, bequeathed to her
in his Will dated 21 November 1849,
"the sum of ten shillings p^c week or twenty six
pounds a year until her youngest child attains
the age of seventeen years" — this was my
grandfather, Edward Plant Swain,
born 17 September 1841, at Deptford.

On the 9th March 1855, he became apprenticed
to Henry Frederick Cook of No. 2 Blackheath Hill
in the County of Kent, Oil and Colormen —
"to learn his Art and with him (after the manner
of an apprentice) to serve from the day of the
date of these presents unto the full end and
Term of four Years from thence next following
to be fully complete and ended . . ."

("For the first year the sum of two shillings
& sixpence weekly & the second year Three
shillings & sixpence weekly the third year Four

shillings & sixpence weekly in the fourth
year the sum of Seven shillings &
sixpence weekly")

Edward Plant Swain, aged 23, arrived
at Sydney on 6 December (his mother's
Birth day) 1864, in the 'Duncans-Dunbar'
which on her next voyage, was wrecked
in 1865 on Las Roas off the north-east
tip of Brazil.

Nancy (Swain) Foote.
25 November 1983
(recopied 28 June 1984.)

Captain Samuel Swain, b. 9 October 1799, Nantucket, Mass., died 9 July 1842 aboard the ship Bermondsey anchored in the port at Sidney, Australia. His father was James Swain a Rev. War pensioner (U.S. Navy), who married Rebecca Baker, a descendant of Francis Baker of Yarmouth, Mass., who came to America in 1635. Samuel Swain was a descendant of Richard Swain of Nantucket who came from England to New England in 1635 and was one of the ten original purchasers of Nantucket Island. Samuel returned to England to captain ships of a commercial whaling company. He married Louisa Flowers Fulcher, 1831, daughter of William & Mary (Peacock) Fulcher, Deptford, England. After his death several of his five children went to Australia to live. His wife remained in England. Nancy Swain Foote, Brisbane, Australian is a descendant.

By: Robert H. Swain
Charlotte, N. C.
U. S. A.

